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**UNDERWATER REMOTE SENSING AND TERRESTRIAL SURVEY  
PENSACOLA BAY AND DEADMAN'S ISLAND  
SANTA ROSA COUNTY, FLORIDA**

**FINAL REPORT**

**APRIL 2003**

**Panamerican Consultants, Inc.  
15 South Idlewild Street  
Memphis, Tennessee 38104  
Contract No. DACA01-02-P-0472**

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**PREPARED FOR:**

**U.S. Army Corps of Engineers  
Mobile District  
109 St. Joseph Street  
Mobile, Alabama 36628**

*20030519 000*

REPORT DOCUMENTATION PAGE				Form Approved OMB No. 0704-0188	
The public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0704-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.					
1. REPORT DATE (DD-MM-YYYY) xx-04-2003		2. REPORT TYPE Final Report		3. DATES COVERED (From - To) August 2002-April 2003	
4. TITLE AND SUBTITLE Underwater Remote Sensing and Terrestrial Survey Pensacola Bay and Deadman's Island Santa Rosa County, Florida			5a. CONTRACT NUMBER DACA01-02-P-0472		
			5b. GRANT NUMBER None		
			5c. PROGRAM ELEMENT NUMBER None		
			5d. PROJECT NUMBER None		
6. AUTHOR(S) Michael C. Tuttle Stephen R. James, Jr.			5e. TASK NUMBER None		
			5f. WORK UNIT NUMBER None		
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Panamerican Consultants, Inc. 15 South Idlewild Street Memphis, Tennessee 38104			8. PERFORMING ORGANIZATION REPORT NUMBER None		
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) U.S. Army Corps of Engineers Mobile District 109 St. Joseph Street Mobile, Alabama 36628			10. SPONSOR/MONITOR'S ACRONYM(S) USACE		
			11. SPONSOR/MONITOR'S REPORT NUMBER(S) COESAM/PDEI-03-0001		
12. DISTRIBUTION/AVAILABILITY STATEMENT Distribution/Availability Statement Unlimited					
13. SUPPLEMENTARY NOTES None					
14. ABSTRACT <p>In August 2002, archaeologists from Panamerican Consultants, Inc. conducted a cultural resources investigation on and surrounding a portion of Deadman's Island in Santa Rosa County, Florida. Project plans call for the construction of a wall of vinyl sheetpile offshore of the island and the planting of vegetation on the island itself to combat the effects of erosion and stabilize the island. A remote-sensing survey found 17 magnetic anomalies within the project boundaries. Four of the anomalies are located directly in line with the proposed sheetpile placement route and require investigation to assess their identity and historical significance relative to NRHP eligibility criteria to adverse construction impacts. The other 13 anomalies are seaward and shoreward of the proposed pile placement area. These anomaly sources should be avoided during pile placement activities. Terrestrial investigations did not encounter any significant cultural material.</p>					
15. SUBJECT TERMS <p>Remote-sensing survey, shovel testing, and limited archival research of Deadman's Island, Santa Rosa County, Florida; 17 anomalies identified, four require further investigation.</p>					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT  UU	18. NUMBER OF PAGES  46 text pages	19a. NAME OF RESPONSIBLE PERSON Stephen R. James, Jr.
a. REPORT Unclassified	b. ABSTRACT Unclassified	c. THIS PAGE Unclassified			19b. TELEPHONE NUMBER (Include area code) 901-274-4244

20030519 000

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**Final Report**

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AND DEADMAN'S ISLAND, SANTA ROSA COUNTY,  
FLORIDA**

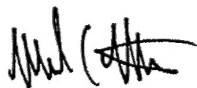
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P.O. Box 2288  
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**April 2003**

## ABSTRACT

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From August 26 to August 29, 2002, archaeologists from Panamerican Consultants, Inc. (Panamerican) of Memphis, Tennessee conducted a cultural resources investigation on and surrounding a portion of Deadman's Island which is located in Santa Rosa County, Florida. More specifically, the project area encompasses the northern quarter of the island and the bay waters that surround it on its north and west sides. Comprised of the construction of a wall of vinyl sheetpile offshore of the island and the planting of vegetation on the island itself, the construction and planting activities are being conducted to combat the effects of erosion and to subsequently stabilize the island. A limited archival research, remote-sensing survey of the offshore project area, and shovel testing of portions of the island comprised the current study which was implemented by the Mobile District Corps of Engineers in partial fulfillment of their obligations under various Federal statutes: Section 106 of the National Historic Preservation Act of 1966, as amended; Executive Order 11593; the Advisory Council on Historic Preservation Procedures for the Protection of Historic and Cultural Properties (36 CFR Part 800); and the Abandoned Shipwreck Act of 1987. Implemented for the Mobile District in response to their Scope of Work entitled *Underwater Remote Sensing and Terrestrial Survey, Pensacola Bay and Deadman's Island, Santa Rosa County, Florida* (SOW), the project was conducted under Contract No. DACA01-02-P-0472.

The investigation indicated that the project site is an extremely historically sensitive area. The island itself was home to prehistoric peoples, and comprising the northeastern shore of Old Navy Cove, the immediate waters have had a long history of early European utilization and were employed early on as a careening station. Deadman's Island has numerous known archaeological sites and several of the specific sites on and around it have been the focus of intensive cultural resources investigations. Several shipwrecks are located in and near the general vicinity of the project area, but perhaps the most readily visible testaments to the island's history are the remains of an historically significant late-nineteenth century marine railway on its northern tip.

Results of the investigation indicate that there are historic properties in the area. Seventeen magnetic anomalies are located within the project boundaries. Due to the historic associations of the project area it is considered that each anomaly has the potential to represent a potentially significant cultural resource, specifically components of the marine railway or possibly vessel components. Four of the anomaly sources are located directly in line with the proposed sheetpile placement route and require investigation to assess their identity and historical significance relative to National Register of Historic Places (NRHP) eligibility criteria prior to adverse construction impacts. Of the other 13 anomalies, three are to seaward and ten are to shoreward of the proposed pile placement area. These anomaly sources should be avoided during pile placement activities. If they cannot be avoided, they require investigation to identify and assess their NRHP significance.

The terrestrial investigations did not encounter any significant cultural material during the shovel test pit phase of the project. However, there were obvious features observable on the surface. These features represent the cultural remains of previous historic activity in the area specifically associated with the marine railway, and are, therefore, deemed potentially significant. Owing to the site and its features disappearing due to extensive erosion, it is the opinion of the Principal Investigator that given the stated minimal depth and impact of vegetation planting, this activity will serve to protect the features rather than impact them. With that said, because they are visible, recordation of the exposed portions of the features would take a minimal amount of effort.



## ACKNOWLEDGMENTS

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The successful completion of this project is due in large part to the professionalism and dedication of numerous individuals in various capacities. Ms. Dottie Gibbens and Ms. Ree Rodgers of the U.S. Army Corps of Engineers, Mobile District should be acknowledged for allowing Panamerican the opportunity to conduct the investigation in the historic location of Deadman's Island, Florida.

Dr. Roger Smith, the State Underwater Archaeologist for Florida, contributed his insightful commentary and shared his concern for the historically sensitive area.

The staff at the Florida State Master Site Files should be commended for their efficient and timely work which produced high quality site files for the sites identified within the text.

Dr. Elizabeth Benchley of the University of West Florida opened the Institute of Archaeology archives to the researchers and assisted in locating the most pertinent reports concerning studies in the proximity of the project area.

The survey team consisted of Stephen R. James, Jr., Underwater Projects Manager, Michael Krivor, the onsite Principal Investigator, Michael Tuttle, marine remote-sensing archaeologist, and Jason Raupp, archaeological technician. The crew deserve acknowledgment for their hard work, dedication and attention to detail that aided in concluding this project effectively and safely.

The Panamerican office team that assisted in the production of this report include Kate Gilow, office manager, Stephanie Gray, cartographic specialist and Kelly Blount, report editor, whose efforts are greatly appreciated as always.

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## 1. INTRODUCTION

From August 26 to August 29, 2002 archaeologists from Panamerican Consultants, Inc. (Panamerican) of Memphis, Tennessee conducted a cultural resources investigation on and surrounding a portion of Deadman's Island, which is located in Santa Rosa County, Florida. More specifically, the small island is situated in the City of Gulf Breeze on the northwestern end of the Santa Rosa (Gulf Breeze) Peninsula that runs in a general east-to-west orientation in Pensacola Bay. Fronted on its north and west sides by bay waters, the island is actually a peninsula that is connected to a high bluff to the east by a small sand spit. Separating the island from the bluff are the waters of Gilmore's Bayou (Figure 1).

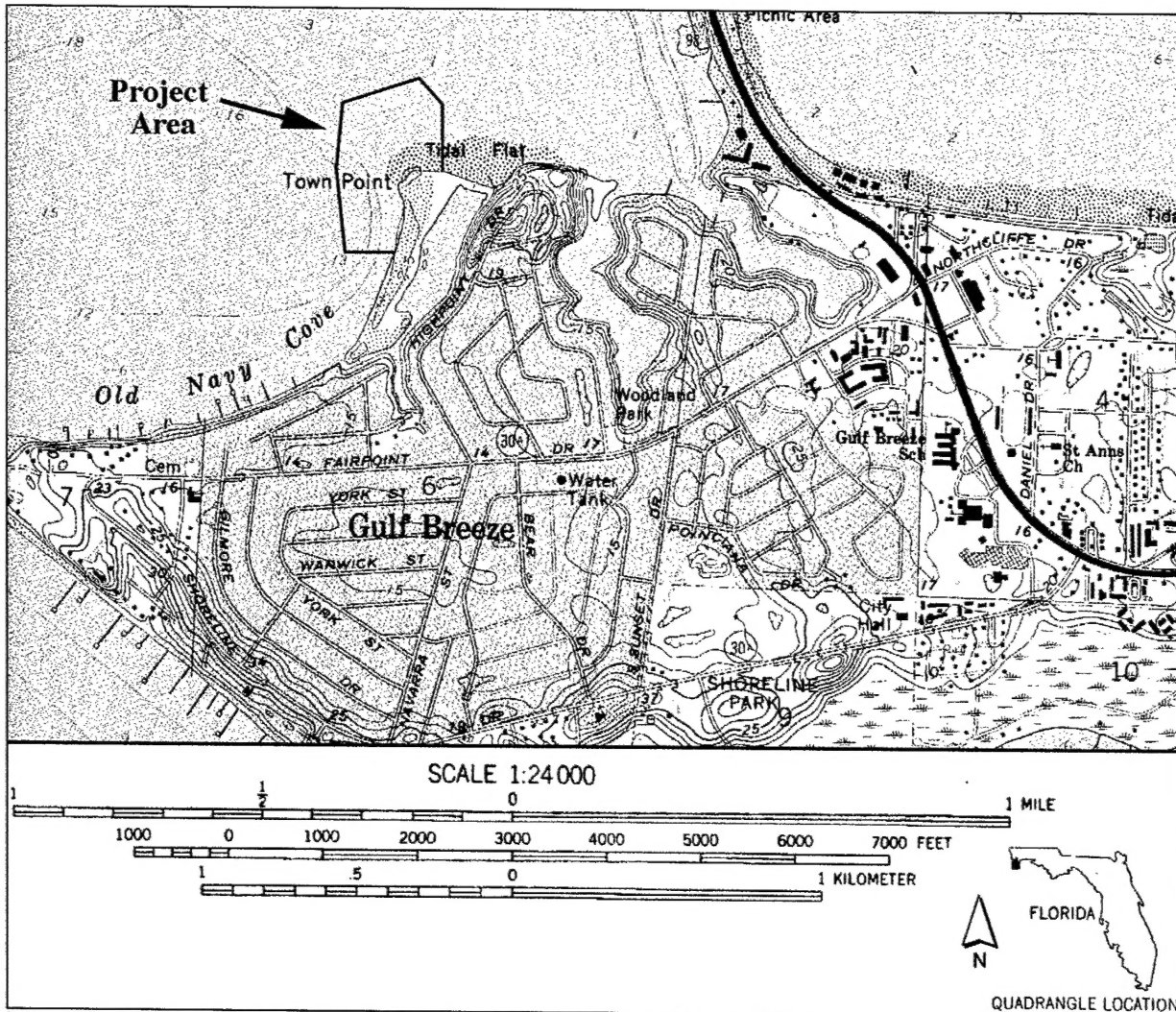


Figure 1. Project location map (USGS quadrangle Gulf Breeze, Florida).

The project area encompasses the northern quarter of the island and the bay waters that surround it on its north and west sides. Comprised of the construction of a wall of vinyl sheetpile offshore of the island and the planting of vegetation on the island itself, the construction and planting activities are being conducted to combat the effects of erosion and to subsequently stabilize the island. Presented in Figure 2, the sheetpile parallels the shore approximately 260 feet offshore. Set on fifteen-foot long piles driven into the sand at eight-foot intervals and ten feet deep, the

piles have their southwestern terminus at N507343/E1120796 and their northeastern terminus at N505909/E1121479.

Historically sensitive, the island itself was home to prehistoric peoples; comprising the northeastern shore of Old Navy Cove, the immediate waters have had a long history of early European utilization and were employed early on as a careening station. Several shipwrecks are located in and near the general vicinity of the project area, but perhaps the most readily visible testament to the island's history are the remains of a late-nineteenth century marine railway on its northern tip.

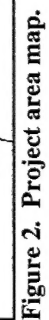
Comprised of limited archival research, a remote-sensing survey of the offshore project area, and shovel testing of portions of the island, the current study was implemented by the Mobile District in partial fulfillment of their obligations under various Federal statutes. As an agency of the Federal government, the Mobile District is entrusted with the protection and preservation of all cultural resources that may be adversely affected by their project activities. The Federal statutes regarding these responsibilities include: Section 106 of the National Historic Preservation Act of 1966, as amended; Executive Order 11593; the Advisory Council on Historic Preservation Procedures for the Protection of Historic and Cultural Properties (36 CFR Part 800); and the Abandoned Shipwreck Act of 1987. In fulfilling these responsibilities, the Mobile District initiated the investigation to determine the presence or absence of remote-sensing targets and historic properties within the project area. Implemented for the Mobile District in response to their Scope of Work entitled *Underwater Remote Sensing and Terrestrial Survey, Pensacola Bay and Deadman's Island, Santa Rosa County, Florida* (SOW), the project was conducted under Contract No. DACA01-02-P-0472.

Results of the investigation indicate that 17 magnetic anomalies are located within the project boundaries. Due to the historic associations of the project area it is considered that each anomaly has the potential to represent a potentially significant cultural resource, specifically components of the marine railway or vessel components. Four of the anomaly sources are located directly in line with the proposed sheetpile placement route and require investigation to assess their identity and historical significance relative to National Register of Historic Places (NRHP) eligibility criteria prior to adverse construction impacts. Of the other 13 anomalies, three are to seaward and ten are to shoreward of the proposed pile placement area. These anomaly sources should be avoided during pile placement activities. If they cannot be avoided, they require investigation to identify and assess their NRHP significance.

The terrestrial investigations did not encounter any significant cultural material during the shovel testing phase of the project. However, there were obvious features observable on the surface. Thought to be associated with the marine railway, these features represent the cultural remains of a significant maritime facility and activity for the area and are, therefore, deemed potentially significant. However, the planting of vegetation should not result in an impact to these features, but, conversely, will serve to preserve them in situ.

Comprised of sections on Historical Background, Methods, Results, and Conclusions, the following report describes in detail the conduct of the study, as well as the recommendations for additional investigations. Accordingly these features should be avoided during sheetpile placement; if avoidance is not possible the features should be archaeologically investigated to assess their NRHP significance.





## 2. HISTORICAL BACKGROUND

### ENVIRONMENTAL SETTING

As stated above, Deadman's Island is a small island situated in the City of Gulf Breeze on the northwestern end of the Santa Rosa (Gulf Breeze) Peninsula that runs in a general east-to-west orientation in Pensacola Bay. Fronted on its north and west sides by bay waters, the island is actually a peninsula that is connected to a high bluff to the southwest by a small sand spit. Separating the island from the bluff are the waters of Gilmore's Bayou. As illustrated in an 1882 map, Deadman's Island was originally a small peninsula on the west side of Gilmore's Bayou with its northern tip called "Town Point" (Figure 3). The peninsula has been made into an artificial island by dredging a canal at its southern end for boat access. The original mouth of Gilmore's Bayou was on the northern end, but is now closed by a small spit of sand that connects Deadman's Island to the bluff line. It is unknown if this sand is a natural occurrence subsequent to the dredging of the canal or is an artificial placement of sand.

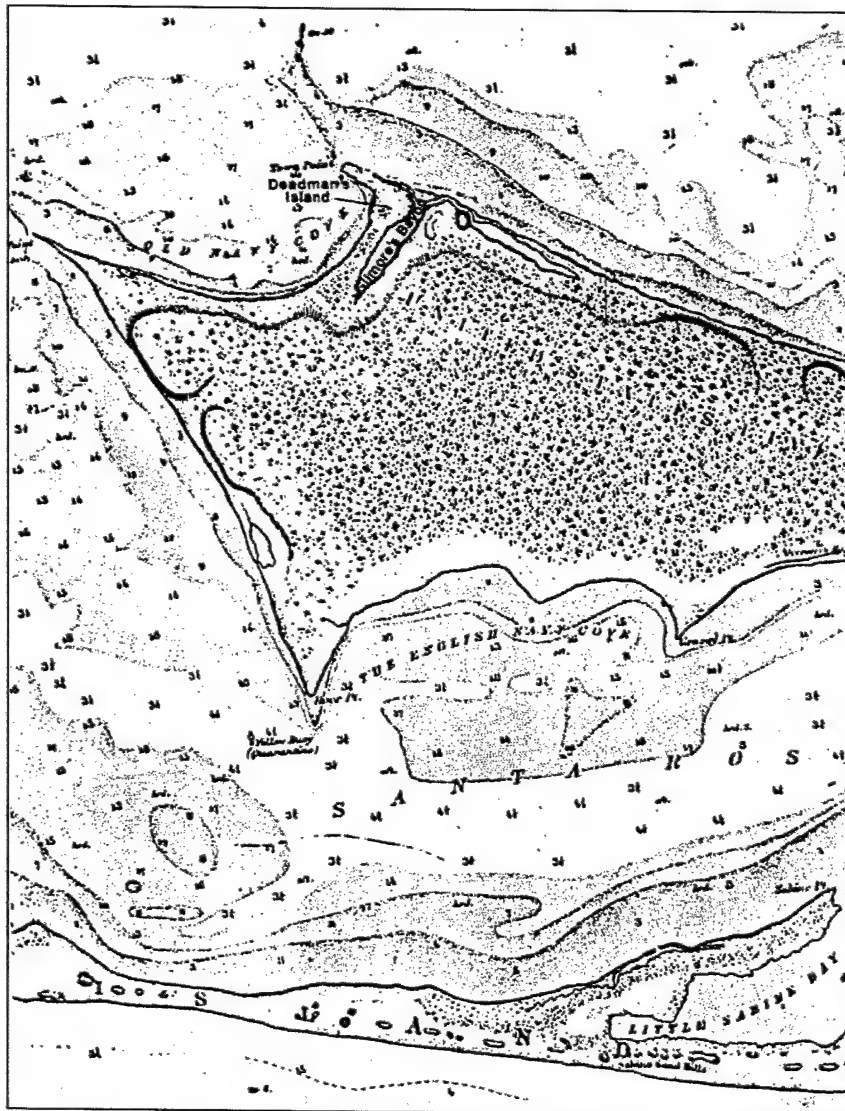


Figure 3. 1882 map that illustrates Deadman's Island, with its northern tip called "Town Point," was originally a small peninsula on the west side of Gilmore's Bayou (as presented in Joy 1988:7).



As illustrated in Figure 4, the island's western side is a steeply sloping dune face that shows clear signs of continuing erosion. Atop the four to five foot high dune, the land is level for some distance but gradually slopes towards the edge of Gilmore's Bayou that is fringed by marsh saw grass (*Serenoa repens*). On the northern tip is found the highest ground, still no more than six feet above mean sea level. It slopes quickly to the east where it blends into the two-foot high and approximately 10 foot wide sand spit that connects the island to the bluff. The vegetation on the island is characteristic of the Florida Gulf Coast dune community. Located on the face and top of the dune, the sea oat zone is the first vegetation zone adjacent the bay water, being able to withstand salt spray and little fresh water. As one proceeds inland, the sea oats (*Uniola paniculata*) are replaced by a scrub and forest zone comprised of stunted live oak (*Quercus virginiana*), and various scrub vegetation that survive in a climate of little water, harsh sunlight, salt spray, and strong winds.

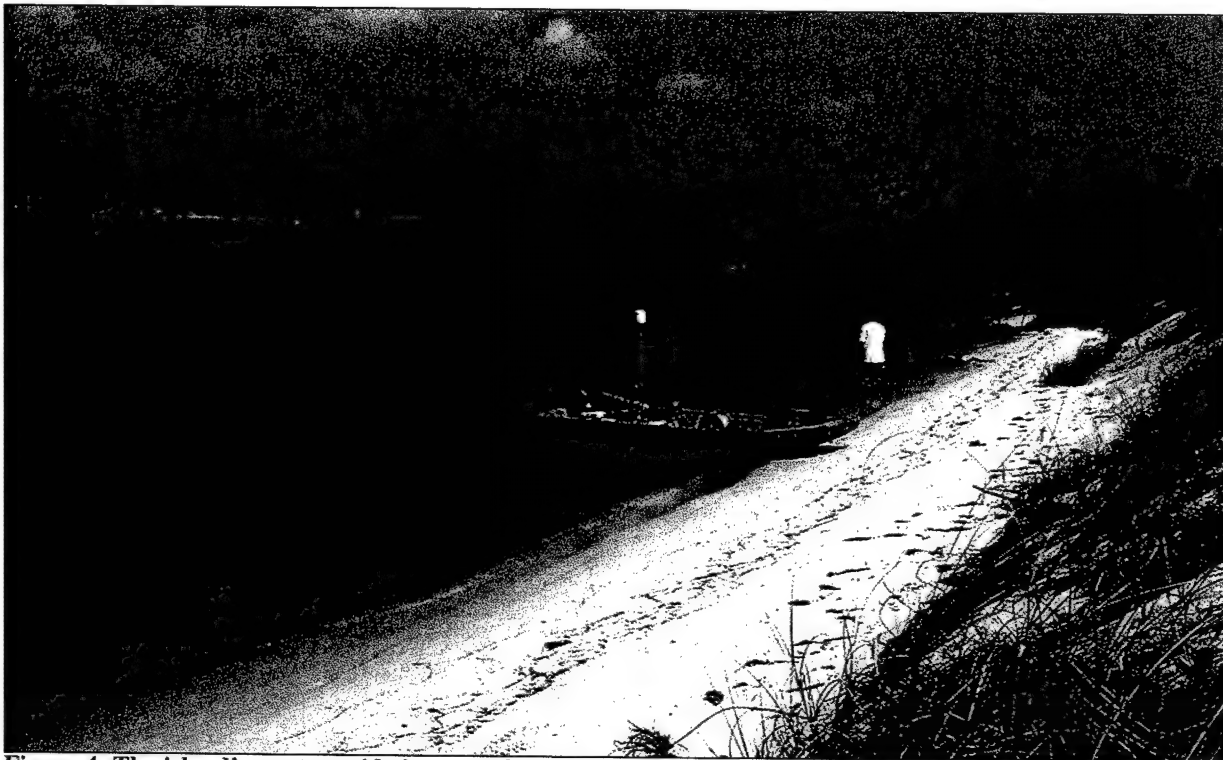


Figure 4. The island's western side is a steeply sloping dune face that shows clear signs of continuing erosion. Note the trees eroding along the shoreline in the distance. Project area's southern terminus is adjacent to the boat. View is to the north.

### **PREHISTORIC BACKGROUND**

A brief overview of the prehistory of northwest Florida is presented below. The limited nature of modern investigations necessitates that the cultural overview be drawn both from general sources such as Willey (1949), Joy (1988), Milanich (1994), and Bense (1994) and the few pertinent specific references such as Athens et al. (1993), Mikell et al. (1989), Phillips (1995), and Thomas and Campbell (1993). In order to provide a culture history perspective for the project area, a brief discussion of the regional prehistory and historical background follows. Table 1 summarizes the general prehistoric and historic chronology of the Pensacola Bay region and northwest Florida.

**Table 1. Prehistoric, Protohistoric, and Historic Cultural Sequence for Northwest Florida.**

Stage	Period	General Dates	Culture
Paleoindian		12,000-8500 B.C.	Unnamed
	Transitional	8500-8000 B.C.	Dalton
Archaic	Early	8000-5000 B.C.	Kirk/Bolen
	Middle	5000-3000 B.C.	Unnamed
	Late	3000-1000 B.C.	Unnamed
Gulf Formational	Middle-Late	1000-500 B.C.	Elliot's Point-Norwood
Woodland	Early	500 B.C.- A.D. 300	Deptford
	Middle	A.D. 300-450	Santa Rosa/Swift Creek
	Late	A.D. 450-1000	Weeden Island
Mississippian	Early - Middle	A.D. 1000-1500	Bottle Creek phase
	Late/Protohistoric	A.D. 1500-1700	Bear Point phase
Colonial	First Spanish	A.D. 1528-1763	Spanish Colonial, Protohistoric and early historic Aboriginal
	British	A.D. 1763-1781	British Colonial
	Second Spanish	A.D. 1781-1821	Spanish Colonial, American Colonial
Early American	Territorial-Civil War	A.D. 1821-1865	American

Consideration of the potential for cultural resources within the project area focuses on two distinct types: prehistoric sites and historic sites including shipwrecks. Although the location of shipwreck sites can be realized through the employment of an array of remote-sensing equipment like that currently being utilized within the marine portions of the project area, the location of submerged prehistoric sites with current technology is highly unlikely. Rather, the emphasis during a study of this nature is more hypothesis than reality, the investigation basing potential submerged site location on known above current sea level site locational parameters (i.e., land forms such as river terraces), as well as data on Pleistocene environments and resources for the area (i.e., estuaries, food types). However, it is possible to identify relic submerged landforms to some extent with the side scan sonar, and then apply known parameters from above-sea-level sites to these landforms.

The remains of the peninsula that now make up the artificially-created Deadman's Island were first home to aboriginal peoples. Providing access to available marine resources, prehistoric occupation of the island is evidenced by ceramic remains found on the northern tip of what was then a peninsula. Identified as from the Late Mississippian period (A.D. 1500-1698), the cultural material is from a period associated with the European conquest of Florida. With a cultural economy based on agriculture, it is clear that the peninsula did not offer soils or an environment conducive to farming; instead, gathering of marine resources such as shellfish prevailed. It is very likely that the site is an example of the latter of three settlement patterns of aboriginal occupation of the Pensacola Bay area. Referring to this last settlement pattern, Joy states that "as the human population increased in this area, the number of base camp sites situated along the coasts also increased and eventually caused a northward expansion along bayou shores and on marsh islands that provided a source of shellfish harvesting" (1988:17).

Generally speaking, a wide range of site types has been recorded around West Florida and Pensacola Bay. Previously recorded sites include prehistoric sites, village sites, camps or small village sites, prehistoric aboriginal lithic and lithic/ceramic scatter sites, and historic artifact scatters. Paleoindian and Early Archaic, Late Archaic, Deptford, Swift Creek, and Weeden Island components have been identified on these aboriginal sites, and historic sites with late nineteenth and early to modern twentieth-century American period components have been identified.

Past research and the data indicate that a portion of the reported archaeological sites in the waters of Florida are prehistoric. It is known that several submerged prehistoric sites have been found and investigated in Florida. Most artifacts have not been found by archaeologists, but by divers/collectors. Some of the extinct faunal remains found in a submerged context show evidence of butcher cuts and other evidence of human shaping (Faught 2001). In general the present environment in the project area is relatively benign, but has been exposed to sea level change and dramatic effects of the occasional hurricane.

It is known that other coastal Atlantic regions have produced underwater prehistoric sites. To the north, over 800 submerged archaeological sites are known to be located in North Carolina waters, a vast majority being historic shipwrecks and landings. Approximately 50 (less than 6%) of these sites are from a prehistoric context. Most, if not all of these, come from a lochustrine or riverine context (Richard Lawrence, personal communication 2002). Further north in Virginia there are at least 283 underwater sites on file. While 90 have prehistoric components, only three are totally submerged. The bulk are eroding out of present shore lines. Only one confirmed prehistoric site is located on the Atlantic Ocean, and that is located on the eastern shore of Virginia (Blanton and Margolin 1994:ii, Appendix A). Thus the presence of known marine prehistoric resources in Virginia is exceedingly rare. "It is conceivable that large portions of the home range of some Paleoindian bands are now submerged on the continental shelf, particularly for any that may have adopted a partial coastal subsistence focus" (Blanton and Margolin 1994:10).

Further north, it is believed that past dredging activity off of Sandy Hook, New Jersey may have exposed and redeposited portions of a prehistoric site. An assemblage of over 200 prehistoric artifacts was collected in an area that had been re-nourished by material dredged from an area approximately one mile offshore in depths of 35 to 40 feet below mean low water. It is believed that the artifacts came from a layer within the first five feet of the sea bed from the Weeks 1 Borrow Area (NYCOE Memo, 9/21/95). Other artifactual materials in the New England/Long Island Sound area were located due to dredging activity; many were assigned to the Archaic period (Stright 1990:441-442).

Thus, it is known that submerged prehistoric sites have been located or intuited through the evidence from Florida to New England. But, how can these sites be recognized? The equipment utilized for this project, a magnetometer, cannot positively identify prehistoric sites which are non-magnetic. Alternate methods and techniques may have better results. The application of a subbottom profiler survey, with parameters to identify relict landforms, and in conjunction with coring could possibly identify likely locations for submerged prehistoric sites. Rather than using these instruments in a broad survey to look for specific sites, which would be difficult, their application should be to indicate past submerged Holocene landforms with potential to contain cultural material. Subsequent testing for prehistoric sites (i.e., coring) could concentrate on the areas of higher potential, increasing the chance to contact these materials.

## ***HISTORIC PERIOD***

The first European to land on and explore Florida was Ponce De Leon. With permission from the King of Spain to find new lands, De Leon left Puerto Rico in 1513 to search for land, wealth, and the Fountain of Youth. After traveling by the Bahamas he landed just above the mid-point of the coast of the Florida peninsula in early April. Turning south, De Leon coasted along the Atlantic shore of Florida, through the Keys and approximately a third of the way up the gulf coast of the Peninsula. After being rather savagely attacked by the local inhabitants, who had no knowledge of the Fountain of Youth, De Leon decided to leave Florida in mid-June after a month and a half of exploration (Morison 1974a:507-511). Three years later Diego Miruelo, who had sailed with De Leon, explored far enough north in the gulf to find what most likely would be named

Pensacola Bay. Later, De Leon attempted to colonize Florida on the gulf side in 1521, but died after receiving a fatal wound from the natives (Morison 1974a:515). Thus began the Spanish exploration of the North American mainland.

Spanish persistence in the gulf kept explorers busy. In 1519 an expedition under the command of Alonso Alvarez De Pineda again entered the Gulf of Mexico. Landing in southwest Florida, the explorers made contact with the natives. Hostile to this European encroachment, they protested with violence. The Spaniards sailed north and west and were the first to sail the coast of the gulf and encounter the mouth of the Mississippi. They sailed on into Mexico where De Pineda and many of the crew met the same fate as De Leon (Morison 1974a:517-518). However, there is no mention of the discovery of the bay which contains the project area.

Another attempt at colonization that ended in a spectacular disaster was the endeavor of Panfilo Narvaez in 1527. Originally intended to settle on the Rio de Palmas, they landed on the mid-west coast of the Florida peninsula with 400 men and 80 horses. Due to apparent Eurocentric attitudes and poor planning, the natives did not welcome the Spaniards with open arms and forced them to retire from the coast. Unfortunately the poor planning included directions from Narvaez for all the vessels to look for a good harbor. Having to leave the area under threat of death at the hands of locals, the conquistadors built five vessels to evacuate to Mexico. By the end of September 1528 the remnants of the settlers were sailing north to intended refuge and comfort. Their first real safe haven was found in approximately 30 days, thought to be Pensacola Bay. Unfortunately the natives there were not friendly either and their trek to Mexico continued. Narvaez, the leader of the expedition, was lost at sea and later the remaining boats wrecked on the Texas coast. Only four survivors walked back to the protection of Spanish-held lands in 1536, eight years after the beginning of the voyage (Morison 1974a:519-23).

During the explorations of De Soto in 1539, he sent out an investigative mission under Francisco Maldonado to find a suitable harbor, where De Soto could march his troops and be re-supplied early the next year. Two months of examining the coast located a fine harbor with a friendly native population. The harbor Maldonado found is suspected to be either Mobile or Pensacola Bay (Duncan 1995:311). The harbor turned out to be of no immediate consequence as in the spring of 1540 De Soto marched northeast and on into legend.

With a body of cartographic and navigational knowledge growing, Pensacola Bay, with all its accolades, became a candidate for future Spanish colonization efforts. In 1558 Gonzalo Gayon was sent to reconnoiter the coast of Florida for a possible settlement. Of the possible ports or bays for colonization Pensacola Bay was chosen as the site for an expedition. A year later, in the summer, Tristan De Luna y Arellano entered the bay with 12 vessels. Unfortunately this expedition was done in, not by hostile locals, but by more vicious weather. A hurricane destroyed many of the vessels and doomed the colony and gulf settlement as St. Augustine, on the Atlantic coast was settled six years later (Franklin et al. 1991:20, 25).

The French, emboldened by Verrazzano's voyage along the east coast of the New World, in 1524 took action to claim some of this terra nova for themselves. During 1562 the French sent two vessels to explore along the Carolina coast. Jean Ribaut took possession of the area in the name of the King of France, Charles IX. His original settlement of Santa Elena (Port Royal, South Carolina) did not survive long as there was internal dissention, and the post was abandoned. The French were not to be discouraged and two years later a second attempt, under Rene de Laudonniere, established a settlement at Fort Caroline, on the St. Johns River in Florida (Coker 1987:3). The new settlement proved to be too close to Spanish lands.

The French settlement in Florida was a danger to the homeward fleets carrying New World wealth to Spain. King Philip II of Spain dispatched Menendez de Aviles to eradicate the problem in 1565. Fort Caroline was taken by a land assault, and after a promise of fair treatment the

defenders were all put to death. The French avenged the treachery three years later when the fort was retaken and all Spanish prisoners murdered (Morison 1972b:470). The Spanish, in an attempt to maintain sovereignty over the region, resettled at Port Royal in 1566. When Francis Drake captured and burned St. Augustine in 1586, the post was abandoned. However, the raids of interlopers were only irritants as the Spanish might put a temporary halt to other European nations encroaching down the east coast.

The east coast of Florida would be prey for foreigners, but the Gulf of Mexico would be relatively quiet for the Spanish until the French descended the Mississippi in the mid-seventeenth century. The Gulf of Mexico was essentially a Spanish lake for a century. With the intrusion of La Salle into the gulf from the Mississippi River in 1682, Spain had to reassert her sovereignty over the region. The Spanish sent out another expedition in 1686, that once again found Pensacola Bay to be the best choice for a settlement. The political situation caused the King of Spain to demand that a settlement be placed in the region; another voyage of exploration was undertaken in 1593, and recommended Pensacola Bay as a settlement site. Finally, in 1698 a settlement was placed in the Florida panhandle at Pensacola (Franklin et al. 1991:25).

Pensacola Bay was recommended as a possible settlement site by every exploratory voyage that was sent to the region and discovered it. The initial settlement of the region took place in the late seventeenth to early eighteenth century. Wars saw the French (1719) and the English (1763) gain temporary possession of the region from the Spanish. During the American Revolution the Spanish retook Florida from the British in 1781. During the Second Spanish period, the population of Pensacola continued to grow and both new and old industries (brickyards, sawmills, naval stores, Indian trade, etc.) grew and ensured Pensacola's place as an important port and center of commerce.

Comprising the northeastern shore of Old Navy Cove, the immediate waters have had a long history of early European utilization beginning with the Colonial period. As early as the mid-1700s, the project area was employed as a careening site where ships could have their hulls cleaned and repaired (Figure 5). On October 21, 1821 *The Floridian* reported that:

Opposite Pensacola, on what is called Deer Point, there is a small cove called the Careening Ground, where vessels may lie close in shore, as completely sheltered as in a basin. Under the British government, two wharves were constructed and at different times, vessels have been repaired, and even built and launched there. At present there are scarcely any remains of those works. During the summer months this area was used as a quarantine ground. There were formerly some good live oaks in the neighborhood, but it has been long since destroyed. The place is well fortified by nature having a lagoon in the rear, which cuts it off from the mainland, leaving only a high bluff, that commands every place around it. On the other side of Deer Point is the sound between the island of Santa Rosa and the peninsula of which Deer Point is the extremity (as presented in Joy 1988:24).

Many of the colonial period settlers were Americans from the Carolinas looking for better land. These pioneering families settled near creeks on fertile land, essentially "squatting" in Spanish territory, but the Spanish could do little about American encroachment and eventually lost their colony to the United States following the War of 1812 and the Creek Wars of 1813 and 1816. The United States took possession of the territory when Spain ceded Florida in 1819. Most of the historic documentation for the region comes from Pensacola Bay, as it was the area initially settled by European colonists and the focus of economic activity.

**THE EARLY AMERICAN PERIOD.** The first substantial settlement of the Pensacola region occurred as the newly formed United States began to acquire the crumbling colony of Spanish West Florida as a territory in the early nineteenth century. Spain sold Florida to the U.S. and ceded it by treaty in 1820; in 1821 Florida became an American territory. Andrew Jackson, who had at best a tenuous relationship with the Spanish, became the first governor of West Florida. Florida



remained a U.S. territory until 1845, and this period was dominated by military activities. In 1821, Secretary of State John Quincy Adams ordered the building of forts and a Navy Yard at Pensacola, but the project area remained rural and sparsely settled. As during the Colonial period, Early American-period Pensacola continued to be the focal point of settlement and commerce in the region. On May 24, 1826, President John Quincy Adams ordered the sale of large tracts of land in west Florida to facilitate settlement of the area. Early roads such as the Pensacola to St. Augustine Road helped to advance settlement.

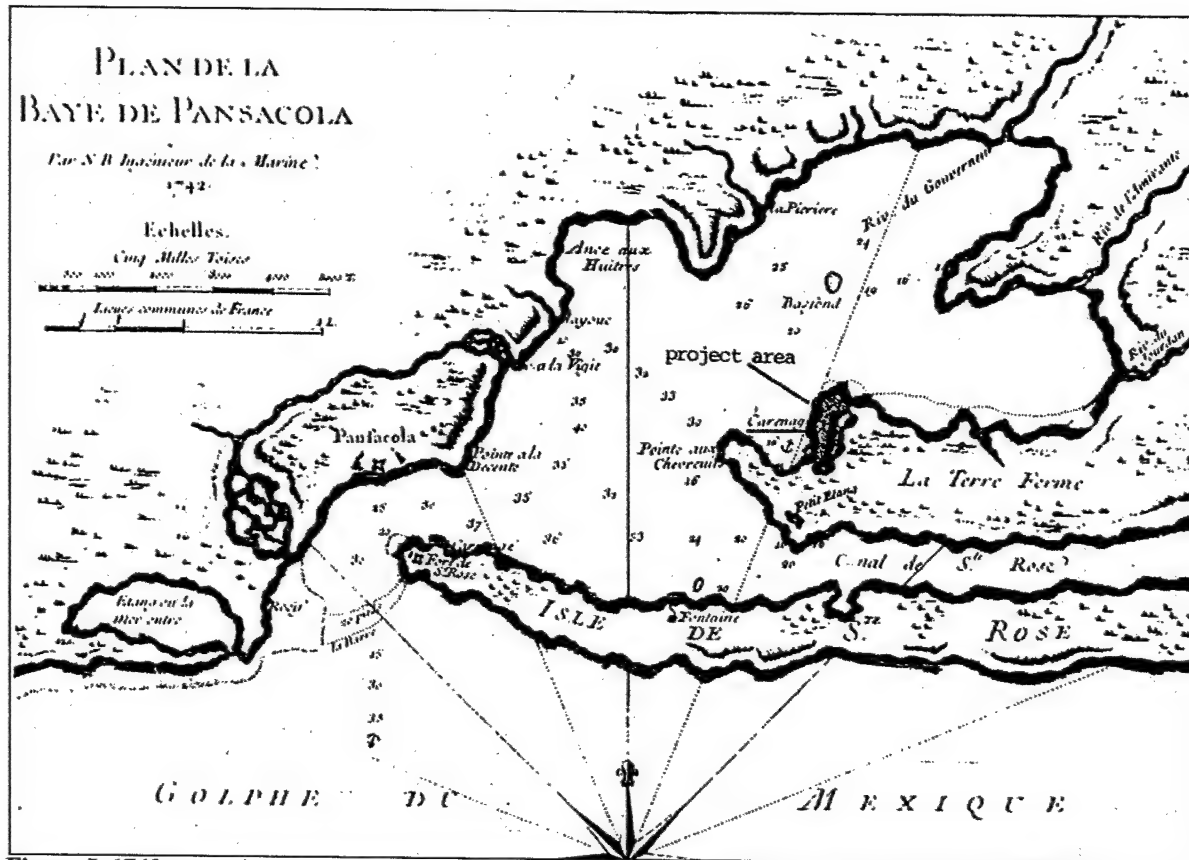


Figure 5. 1742 map with the project area identified as a careening site (as presented in Joy 1988:25).

**The Civil War Period.** The forts of the Pensacola Bay area were of critical importance during the Civil War period (1861-1865). Control of Fort Pickens, Fort McRee, and Fort Barrancas was imperative to the Confederacy so that Pensacola could remain a vital port for the importation of foreign manufactured goods and export of southern cotton. The Confederate Army seized Pensacola early in 1861, but later that year Union forces took Fort Pickens and controlled the pass from the Gulf of Mexico into Pensacola Bay. Early in 1862, Confederate General Braxton Bragg ordered the military evacuation of Pensacola and Union forces took control of the Pensacola area until the end of the war. As the Confederate forces left Pensacola, they burned and destroyed port facilities and industrial properties and the port was shut down until after the war. The Union also took control of the port of Apalachicola and operated a naval blockade along the Gulf Coast out of Key West.

There were eight Civil War-era vessels reported as being lost in the Pensacola Bay region during the conflict. Many were burned to prevent capture in the bay. Both the Union and Confederate forces had losses in the area. Many types of vessels were lost including a schooner, a sloop, steamers, gunboats and an ironclad. The various types of vessels lost indicate that the bay was an active port.

Most citizens of the state welcomed the cessation of hostilities and the opportunity to return to a normal life. The economy, however, was in shambles and property values plummeted. The lack of adequate transportation to inland areas impeded economic development and population growth. The end of the war also brought anarchy to northwest Florida, as bands of former soldiers, deserters, and criminals terrorized the population. Local governments collapsed and in 1866 several northwest Florida counties were placed under martial law.

The 1870s saw a resurgence of the timber trade, foreshadowing the great change that came to the Panhandle when the Pensacola & Atlantic Railroad (later known as the Louisville & Nashville Railroad) was established in the 1880s. In 1881-1882, Pensacola and other trade centers such as St. Andrews, Vernon, and Marianna were connected to the Louisville & Nashville (L&N) Railroad, providing rail connections to markets such as Jacksonville to the east and Montgomery to the north. Prior to this time, transportation and communication along the Gulf Coast was maintained by horse and wagon or by flat-bottomed steamers and pole barges that made regular trips along the coast and up rivers to various landings along the coast. With the opening of the railroad, many new immigrants came to the area and the timber industry boomed. The number of late-nineteenth to early twentieth-century period sites in the region attests to the expansion of the rural population during this period as well.

The interior of the county saw a marked increase in population brought on by the completion of the railroad and the opening of the interior to widespread commercial logging. When the L&N railroad was completed between Tallahassee and Pensacola in 1884, it brought a shift in the traditional economic focus. The railroad and the clear cutting of the vast stands of timber also facilitated the expansion of agriculture into previously forested areas. Sharecropping and other forms of tenant farming became the standard agricultural institution.

The establishment of railroads in western Florida also facilitated the development of the naval stores industry. Turpentine stills and naval stores' work sites dotted the landscape of the Panhandle (Butler 1998). Over 250 sites on Eglin AFB are ascribed to the Rural Industrial Expansion period (Thomas and Campbell 1993), including forest resource exploitation and industrial sites, communities, rural homesteads, fishing, shipping, and agricultural communities.

Perhaps the most readily visible testament to the Deadman's Island's history are the remains of a late nineteenth century industrial complex, a marine railway on the island's northern tip. Archival research conducted by Debra Joy indicated that the remains are from one of the largest marine railways on the Gulf Coast for the repairing of ships. The Pensacola Marine Railway Company began construction of the facility at Town Point in March of 1889 for the repair of snapper boats (Figure 6). Advertising in 1889 for two ship's carpenters and laborers, and with expectations to be the greatest and most important facility of its kind on the Gulf Coast, the "planned docking capacity was expected to handle a gross tonnage of 2000 lbs (sic 'tons?') (Joy 1988:28). However, in 1906 the railway was destroyed by a disastrous hurricane (Joy 1988:28). Illustrated in Figures 7 and 8, it is evident that the railway was indeed a huge facility that repaired much larger vessels than snapper schooners.

In the twentieth century—the decline of the naval stores industry and the Depression—many small communities disappeared or lost population as people moved to urban centers. Tourism, agriculture, fishing, and military proprietorship have been the driving economic forces of the twentieth century for the Florida Panhandle. The past 50 years have been influenced heavily by the military presence at Eglin and Tyndall Air Force bases, as well as the growth of the tourist trade and beach development. The portion of Deadman's Island examined was heavily modified by commercial construction during the early part of the twentieth century that has arisen with the expansion of beach culture leisure industries along the Florida coast during the later half of the twentieth century. However, time and technology have passed the once-important point by, and now only the remains of past industrial activity give a glimpse of the importance of this point.



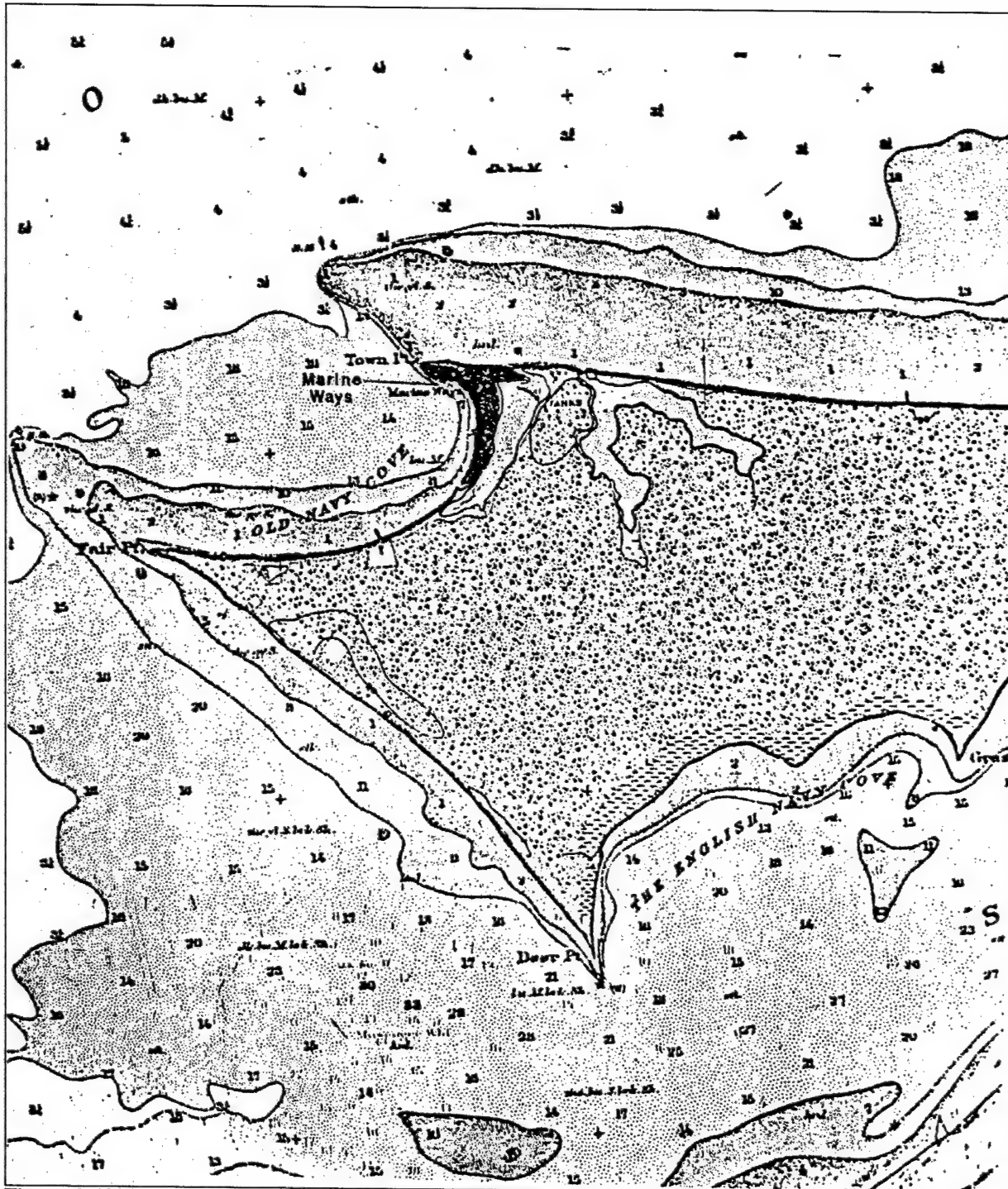


Figure 6. 1904 map of the project area showing the location of the Pensacola Marine Railway at the northern tip of Town Point or Deadman's Island (as presented in Joy 1988:29).

Illustrated in Figure 9, a 1919 map indicates that a fertilizer plant was constructed at what had been the site of the marine railway, but by 1920 the *Milton Gazette*, a local newspaper, questioned what had become of the fish fertilizer factory. As reported to Joy, a local historian suggested that the venture failed owing to financial hardships (Joy 1988:28).

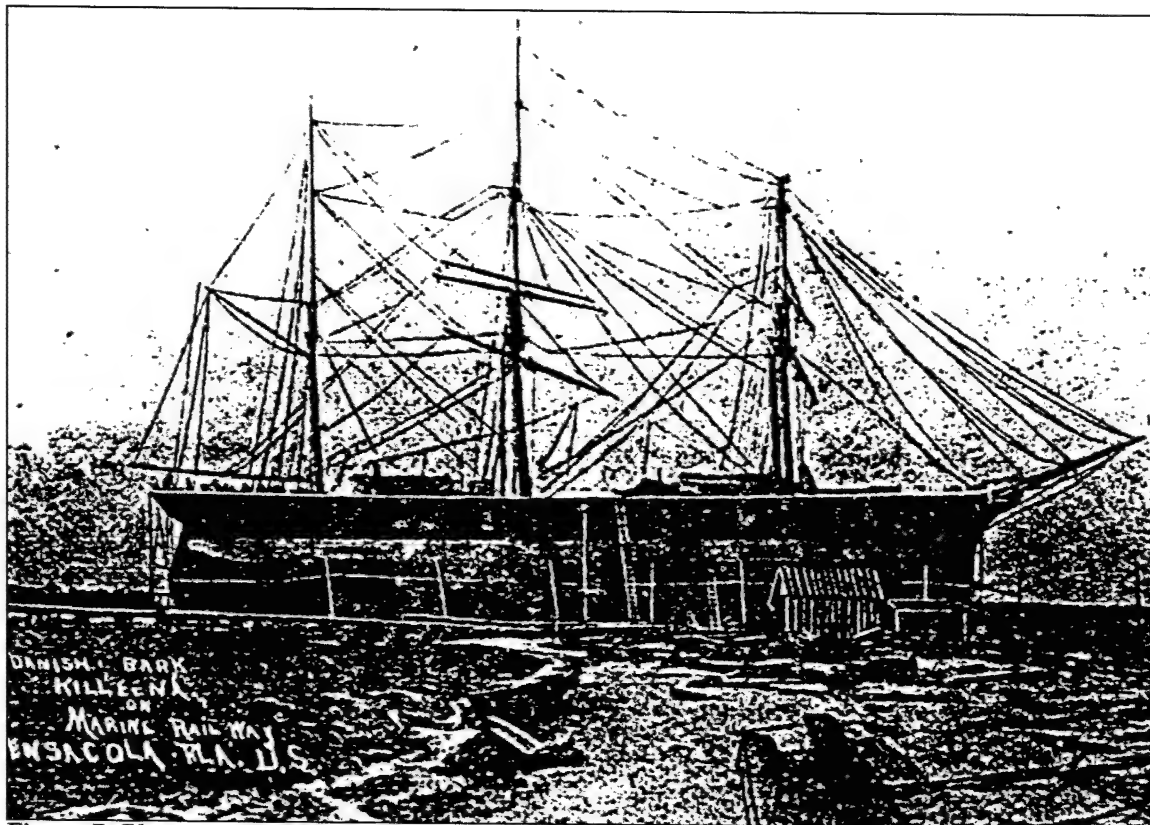


Figure 7. Photograph of the Pensacola Marine Railway with the Danish bark *Killeena* on the ways (Courtesy of the Lelia Abercrombie Historical Library, Pensacola. As presented in Joy 1988:30).

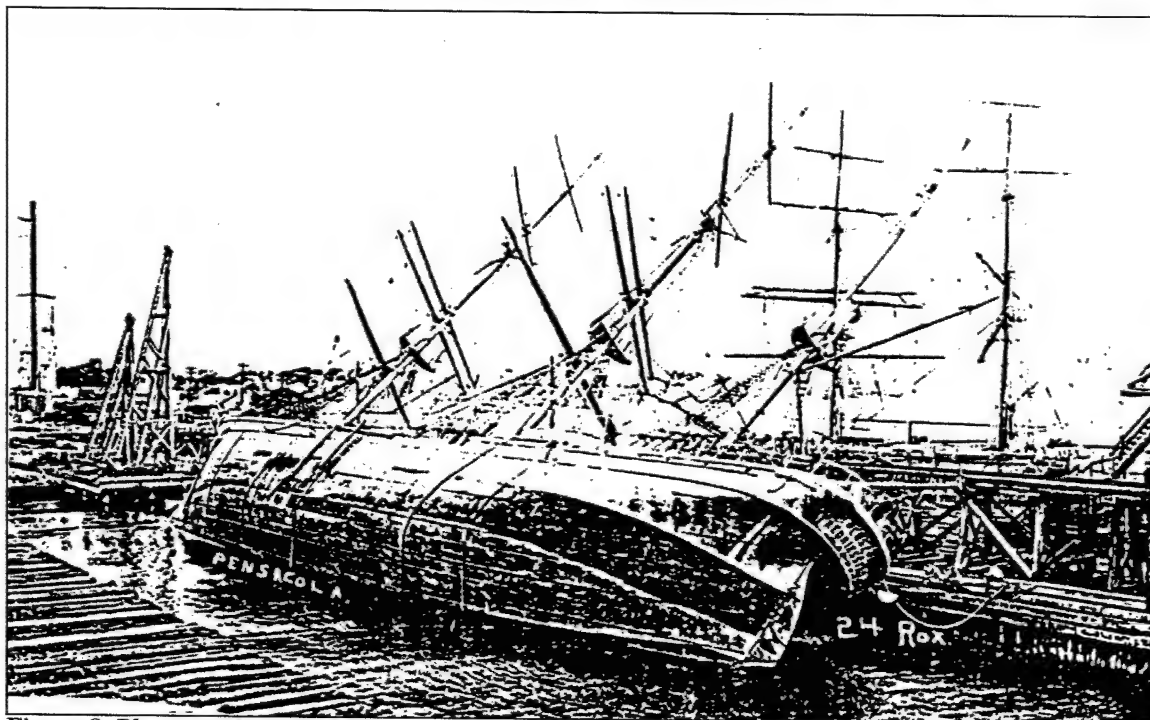


Figure 8. Photograph of the Pensacola Marine Railway with what appears to be another Danish bark hauled over for cleaning and repair (Courtesy of the Lelia Abercrombie Historical Library, Pensacola. As presented in Joy 1988:30).

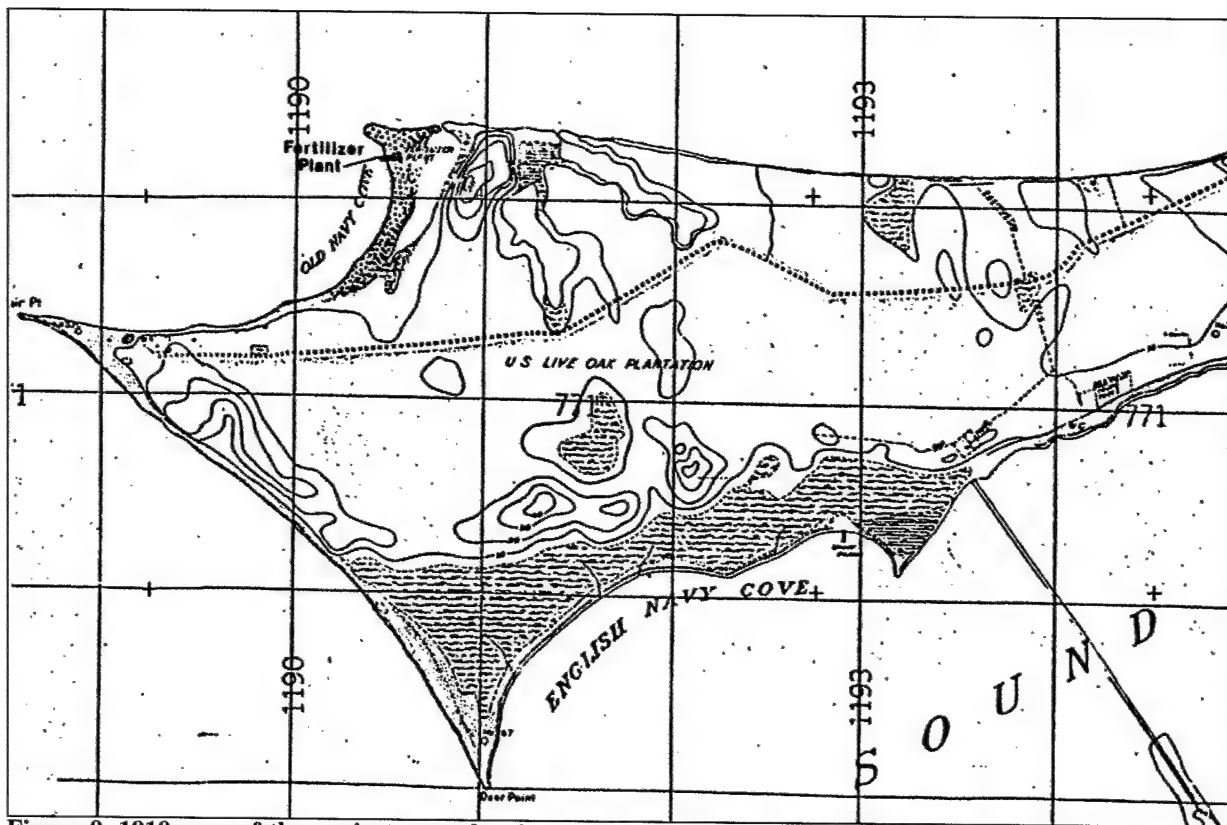


Figure 9. 1919 map of the project area showing the location of the failed fish fertilizer factory at what had been the site of the Pensacola Marine Railway (as presented in Joy 1988:31).

### PREVIOUS INVESTIGATIONS

The earliest archaeological investigations in northwest Florida began in the 1880s with S.T. Walker's (1885) study of shell middens and shell mounds along the Gulf Coast. Walker excavated portions of sites on St. Andrew Bay to the southeast. At the turn-of-the-century, Clarence B. Moore investigated numerous sites on the Gulf Coast, including several on the Choctawhatchee watershed (Moore 1901, 1908). Although Moore is best known for the mound sites he excavated, he did not restrict his activities to mounds and cemeteries. His investigations, no matter how unsophisticated by today's standards, have proven invaluable since many of the sites he recorded have long ago been lost to development, looting, and erosion.

It was nearly 40 years later when the next substantive investigations took place in the project area. In 1939 Gordon Willey conducted an extensive investigation of the prehistory of the Florida Gulf Coast, which included approximately 500 miles of coastline from Perdido Bay to the southwestern coastal region. Willey's work included survey, testing, and recording of numerous sites around the Choctawhatchee region. In his well-known *Archaeology of the Florida Gulf Coast*, Willey (1949) developed a prehistoric temporal framework that still serves as the basis for the since-refined chronologies of the Florida Gulf Coast. His work resulted in a synthesis where eight cultural periods and the first ceramic typologies for the Gulf Coast were defined. Willey's work marked the beginning of the modern era of archaeological investigation in Florida.

Historically sensitive, the island has numerous known archaeological sites and several of the specific sites on and around it have been the focus of intensive cultural resources investigations. Perhaps the most germane study to the current investigation was the 1988 historical and

archaeological investigation of the island conducted by the University of West Florida (UWF) in 1988 (Joy 1988). Funded by the City of Gulf Breeze, the investigation identified three sites, the terrestrial site of Deadman's Island designated state archaeological site number 8SR740, the Deadman's Island Wreck (8SR782), and the site of the Pensacola Marine Railway (8SR783).

Located at the extreme northern end of the island is the Late Mississippian Stage prehistoric component of the Deadman's Island site (8SR740) (Figure 10). Cultural material in the form of numerous ceramics are the only associated artifacts. The UWF report states that the "cultural component is weakly represented on the island and is very likely submerged in the shallow water off the north point of the island" (Joy 1988:94). The current investigation of the island did not encounter any aboriginal materials from this site, but did note that a significant amount of the island has eroded since the 1988 study, indicating that most if not all of the site most likely has eroded into the bay.

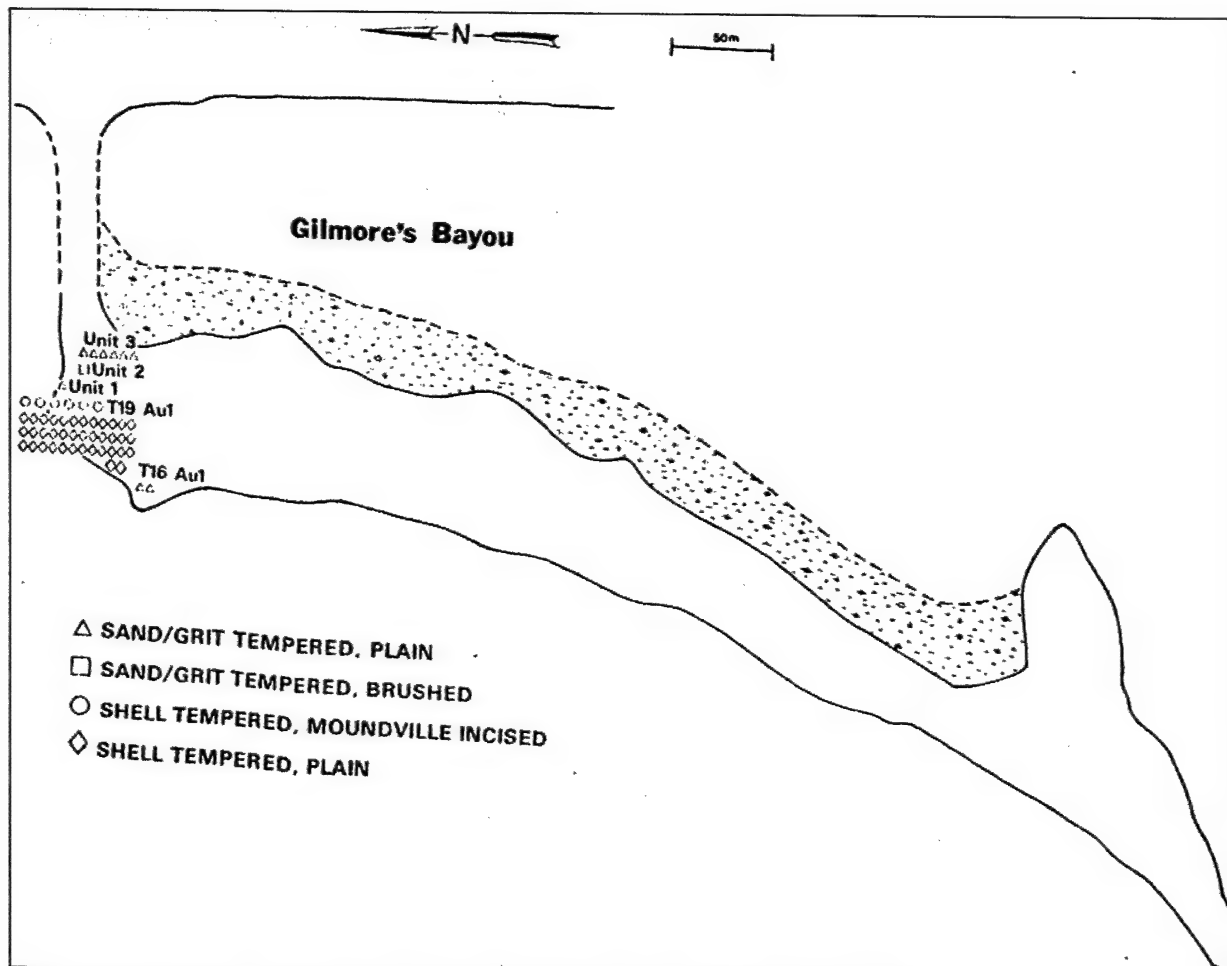


Figure 10. Location of aboriginal ceramics recovered from the Deadman's Island site (8SR740) during the 1988 UWF investigation (as presented in Joy 1988:83).

Located during the 1988 UWF investigation of the island, Deadman's Wreck was the focus of intensive investigation the same year by UWF with assistance from the Bureau of Archaeological Research in Tallahassee (Bense 1988; Smith 1990). Situated just south of the current project area in three feet of water, the site is represented by approximately 56 feet of the lower, unballasted hull of a vessel. A site plan was drawn of the hull, and numerous artifacts were recovered that indicate the site could possibly represent the remains of a late eighteenth

century British Royal Naval vessel, possibly the HMS *Stork* or the HMS *Florida*. Purchased in Jamaica, the *Stork* was damaged in a storm while entering Pensacola in 1779 and was condemned. It had its guns, rudder and pig iron ballast removed, and the condemned hulk was used during the careening of a frigate at Gulf Breeze. The *Florida*, with 12 or 14 light guns, was also abandoned at the careening ground adjacent to Deadman's Island in 1778 when she filled with water and could not be refloated (Smith 1990:115).

The 1988 UWF investigation of Deadman's Island also conducted preliminary recordings of the marine railway site at the northern tip of the island. Illustrated in Figure 11, the 1988 UWF site plan shows the marine railway supports to the north of the island and additional associated structures just south and connected to the island. Labeled as boat slips on the site plan and shown in Figure 12, the "slips" most likely represent structural supports for what would be termed a building slip and launching way, more commonly referred to as a marine railway. Illustrated in Figures 13 and 14, their orientation is perpendicular to the vessel being constructed or repaired. Interestingly, Figure 12, which is a 1976 photograph, shows the "careening slips" located just off the beach while at the time of the current investigation they were located at least 100 feet offshore, indicating massive erosion since 1976.

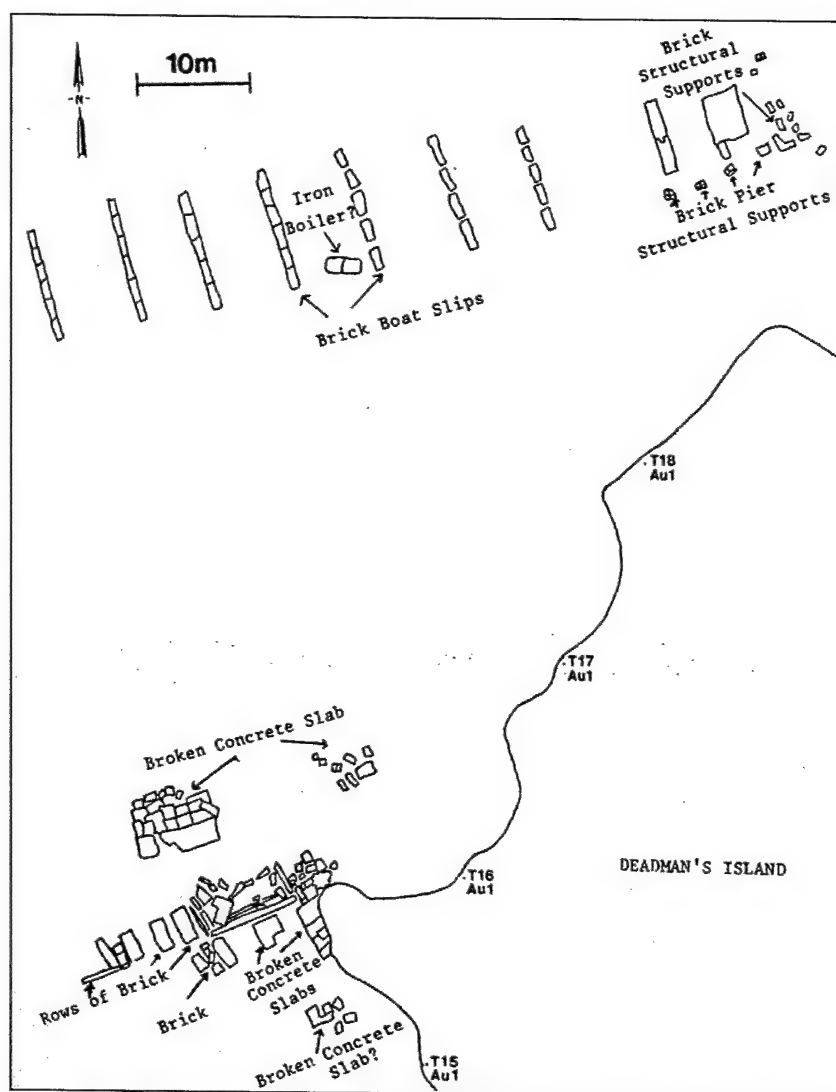


Figure 11. 1988 UWF site plan of the marine railway on Deadman's Island (as presented in Joy 1988:89).



Figure 12. 1976 UWF photograph of the northern portion of the marine railway located just along the shoreline on Deadman's Island (as presented in Joy 1988:90).

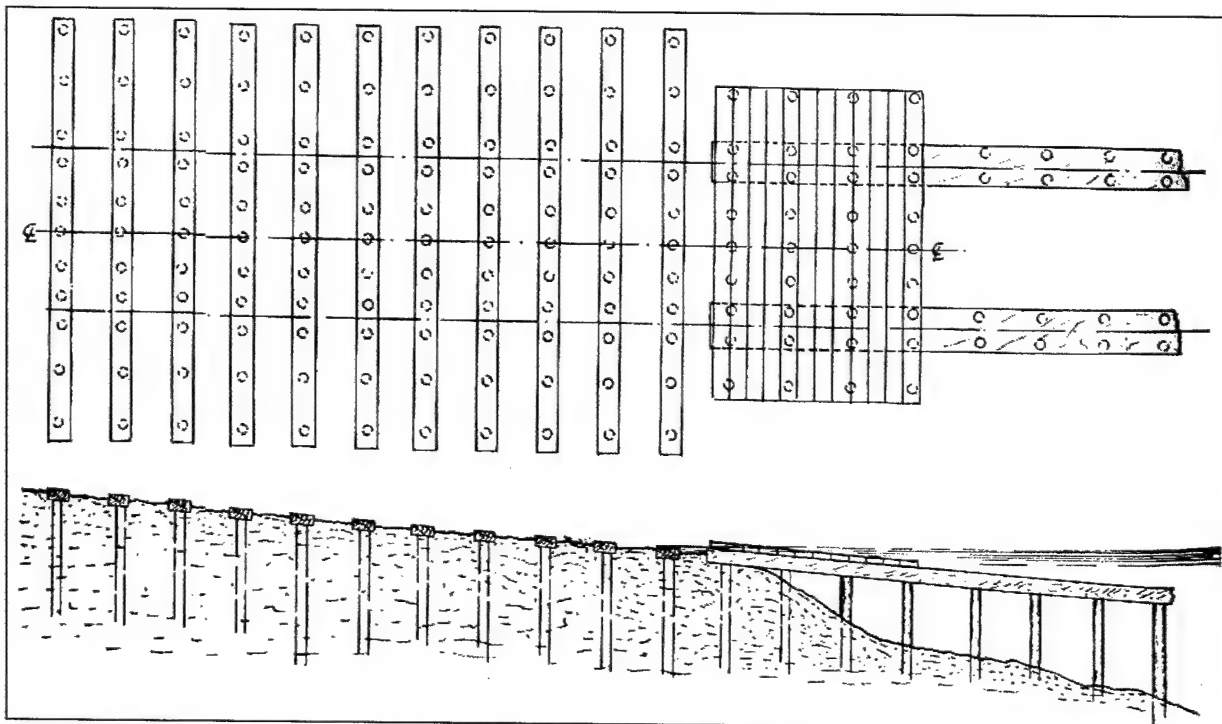


Figure 13. Profile and plan view of a building slip and launching way. Although constructed of wood and not of brick, the components for the railway would be similar. Note how the supports are located both on land and extend into deep water (as presented in Desmond 1984:66).



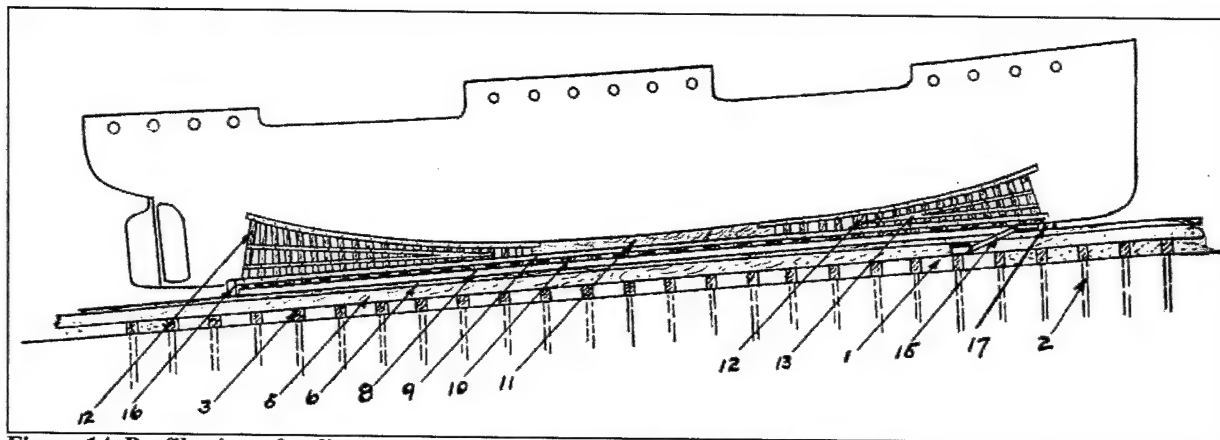


Figure 14. Profile view of a slipway with ship (as presented in Desmond 1984:74).

Apart from the aboriginal site, Deadman's Wreck, and the marine railway, the 1988 UWF investigation identified no other sites on the island. Although briefly mentioned as present on the island at least on one early map, no structures or cultural materials were identified by UWF as relating to the fertilizer plant.

In 1991, shortly after the 1988 UWF investigation of the island, the Underwater Division of the Florida Bureau of Archaeological Research conducted the first phase of the Division's "Pensacola Shipwreck Survey." As part of the survey the Division recorded the Town Point Wreck (8SR983), later identified as the remains of an eighteenth century cutter or sloop. Illustrated in Figure 15, the vessel remains are approximately 36 feet in length and are represented by an unballasted lower hull intact from stem to stern. With construction techniques thought to be indicative of English or American colonists in the New World, the site was considered historically and archaeologically significant (Franklin et al. 1991:120-131). Located within the current project area, visual inspection of the reported site location did not reveal its presence and it is suspected that it is buried by sands.

One additional site located within or near our project area and identified by the 1991 survey was the Deadman's Punt (8SR1014). Situated just south of the Town Point Wreck in one to two feet of water are the remains of a sturdy punt or small scow or bateau (Figure 16). With a preserved length of 16.5 feet, the site at the time was threatened by erosion from wind and wave effects. Completely recorded, the vessel was thought to date to the early twentieth century (Franklin et al. 1991:195-203). Visual inspection of the general reported site location did not reveal its presence and it is suspected that it is buried by sands or has been destroyed by wave action.

Discussions with Roger Smith, Florida's State Underwater Archaeologist, indicate that the remains of the base of a dance pavilion are present near the southern boundary of the project area. Thought to date from the early twentieth century, the remains are represented by a timber structure octagonal in shape. Visual inspection of the general reported site location did not reveal its presence and it is suspected that it is buried by sands or lies outside of the project area.

In addition to the dance pavilion remains, several additional sites identified by the 1991 survey are present near but outside the project area to the south. These include the Centerboard Schooner site (8SR996), the wreck of the *Cabradroca* (8SR995), and the Composite Hull site (8SR1000). The Centerboard Schooner site is stated as poorly preserved but is recommended for further recordation. Thought to date to the late nineteenth century, the Composite Hull site is heavily deteriorated and offers little archaeological value other than some construction information. The site of the *Cabradroca* is represented by a wooden hull in excess of 200 feet situated in twelve feet of water. Identified by local divers, the *Cabradroca* was a Portuguese ship



scuttled in Old Navy Cove in the early 1900s (Franklin et al. 1991:203-207). Identified on NOAA navigation charts for the area, a review of the Automated Wreck and Obstruction Information System (AWOIS) lists the vessel in this general location.

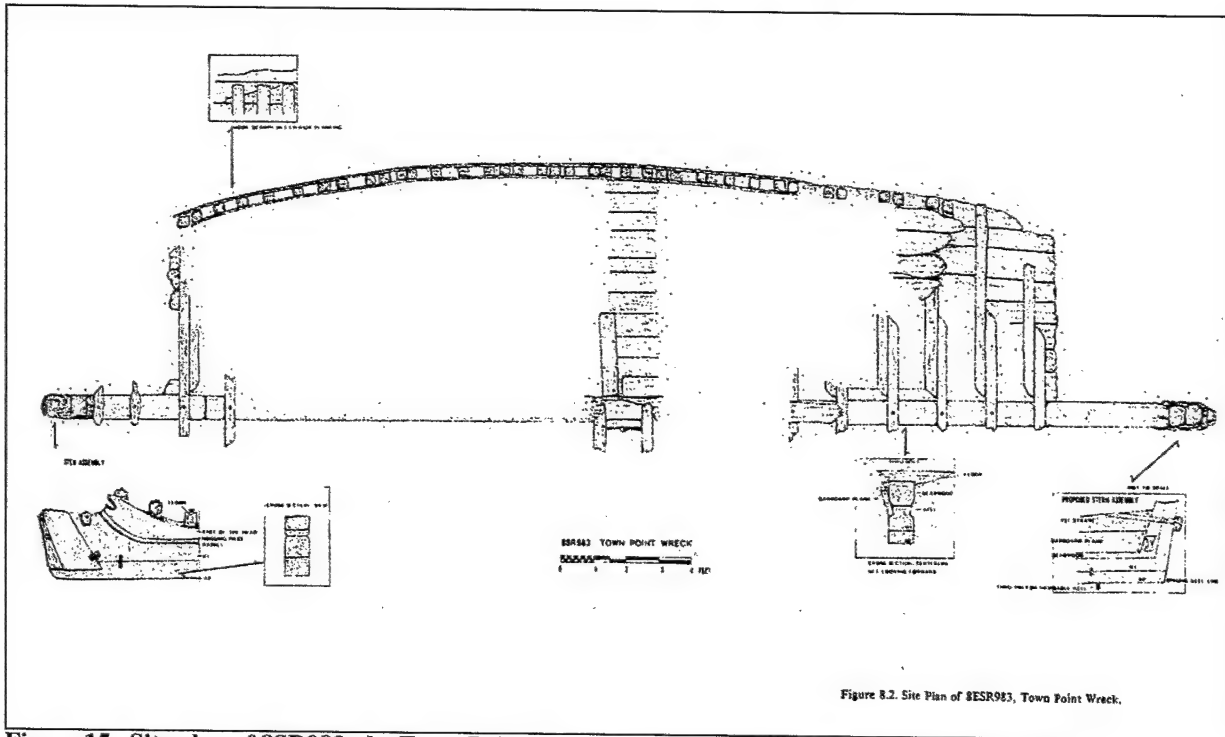


Figure 15. Site plan of 8SR983, the Town Point Wreck (as presented in Franklin et al. 1991:123).

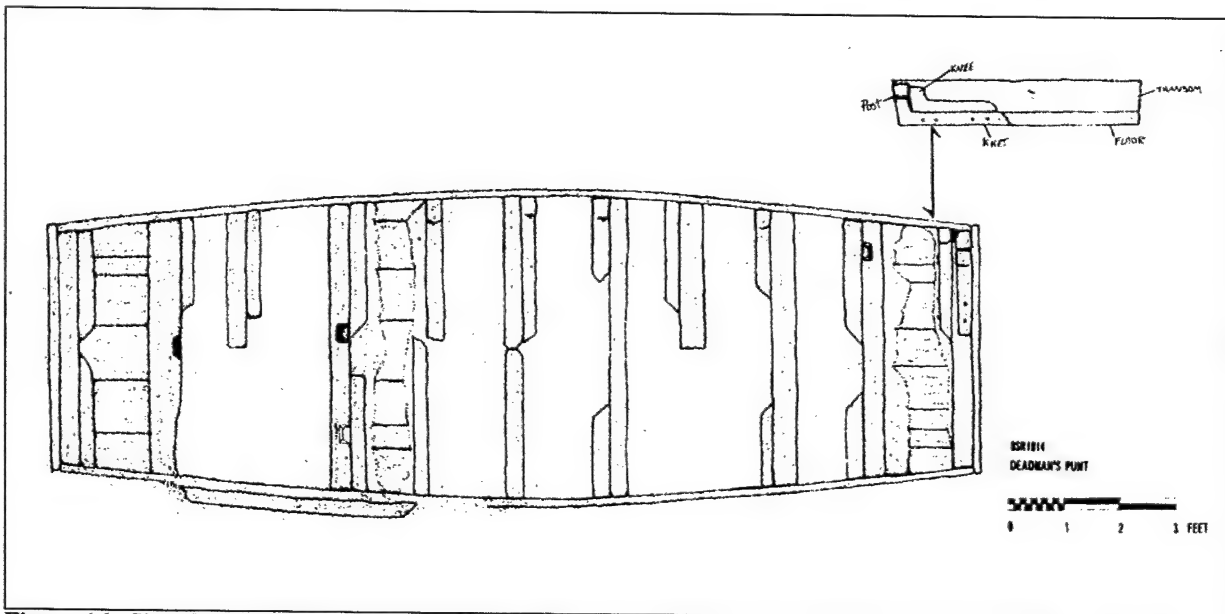


Figure 16. Site plan of 8SR1014, the Deadman's Punt (as presented in Franklin et al. 1991:201).

## SHIPWRECK INVENTORIES

Florida has attracted much attention relative to shipwreck finds. During the colonial period the annual Spanish Flota conveyed New World wealth to Spain. Leaving from Mexico or Cuba, these vessels were heavily laden with treasure. Following the Gulf Stream past the east coast of Florida, some of the vessels involved in this transport were invariably lost. The lure of treasure has attracted many people to Florida to search for these lost riches, and has inspired many more dreams. The project area is located on the opposite coast of the traditional Flota routes, but the value of the information contained in any shipwreck here is just as important as those on the other side of the state.

An early and comprehensive collection of shipwreck information was compiled by Robert Marx (1971). Entitled *Shipwrecks in the Americas*, the book is divided into two basic parts. The first concerns the general history and development of shipping with an emphasis on being able to identify shipwreck sites. The second part of the book focuses on specific shipwrecks and their locations. A section in this part is devoted to Florida as the author states, "More work has been done on shipwrecks in Florida waters than throughout the rest of the Western Hemisphere" (Marx 1971:191). The reasons are many but generally come down to history (Spanish treasure) and geography (Florida got in the way of the ships). Hundreds of wrecks are listed but most are noted as being lost on the Atlantic Coast or the Keys. Several vessels were reported to be lost in Pensacola Bay and its vicinity.

A more scholarly publication, *Ships and Shipwrecks of the Americas*, edited by Bass (1988), is a survey of numerous shipwrecks that can enlighten us through archaeological study of our past cultural traditions. Vessels from both North and South America are included. Much more selective than the previously noted volume, inclusion in this tome is limited to vessels of historic importance and that have offered up information of the past through archaeological investigation. The ships in Florida waters that are of interest are of the Spanish Treasure Fleets lost in 1715 and 1733 on the East coast or Keys respectively. Although there are noted vessels of importance in Pensacola Bay, such as the Emanuel Point wreck, no bay vessel was included in this volume.

Another collection of shipwreck site locations is presented in *Shipwrecks of Florida* (Singer 1992). Over 2,100 vessels are listed as being lost off the Florida coast. The state is separated into six geographical districts along the coast. The most pertinent information for the present study comes from the Panhandle section which runs from the Alabama border in the west to Apalachee Bay in the East. Over 270 vessels are listed as lost in this district. As with the first volume reviewed, many of the wrecks in this section concentrate around Pensacola Bay (Singer 1992:22-48).

A recently published volume entitled *Beneath the Waters* concentrates only on shipwrecks from the American Civil War. An examination of the more than 600 vessels listed indicates that there are at least three vessels lost in Pensacola. The *Ewing*, *Fulton*, and *Preble* were all war losses in the bay (Hemphill 1998:83,93,204). Although only focusing on a four-year conflict, this volume does indicate that there was some violent maritime activity in the area.

The most recent addition to shipwreck location literature is *Shipwrecks Unforgotten* (Freitag 1998). The volume lists shipwreck sites down the East coast from New Jersey to Florida. Approximately 670 wreck sites are listed in Florida waters, with a sub-set of 189 noted as being Gulf Coast sites. The book appears to be focused at fishermen and scuba divers with locational information given for each wreck site. Several wreck sites are noted off Santa Rosa County and in Pensacola Bay.

A review of some well known or recent literature indicating prehistoric and historic resources, navigational histories, shipwreck inventory, and previous studies indicates that the waters of

Pensacola Bay contain several shipwreck sites off the Gulf Coast of Florida. The initial settlement of Pensacola during the Spanish colonial period and the relatively late settlement of southwestern Florida in the late nineteenth century would lessen the importance of maritime traffic in the area. The introduction of the railroad during the later part of the nineteenth century to the region offered a tentacle to the interior and may have aided the growth of the port by expanding its potential hinterland to obtain and distribute goods to. The information provided above, when integrated with remote-sensing and diver investigations of any remote-sensing target investigated, will aid in the construction of a rational determination of significance for any cultural material found during the course of this project.

### 3. METHODS

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#### ***PERSONNEL***

The personnel involved with this investigation have the requisite experience to effectively and safely complete the project as proposed. Stephen R. James, Jr. served as the project manager with Michael C. Krivor serving as the on-site principal investigator. Michael Tuttle acted as the marine remote-sensing archaeologist, and Jason Raupp from the University of West Florida volunteered to act as an archaeological technician.

#### ***ARCHIVAL***

During this project several previous archaeological and historic accounts focusing on the project area were referenced. These reports were synthesized in the previous chapter. The Institute of Archaeology at the University of West Florida was visited and Dr. Elizabeth Benchley opened the Institute's archives and directed the researchers to pertinent data. Dr. Roger Smith, the State Underwater Archaeologist for Florida, was consulted relative to the historic resources located in proximity to the project area, and provided beneficial information. The collection of data from previous reports in the area and local experts can aid in determining the types of materials that may be found during a remote-sensing investigation.

#### ***ENVIRONMENTAL CONDITIONS***

The submerged portion of the project area examined was approximately 650 feet by 700 feet. The inverted L-shape had its long axis oriented east-west, while the tail of the L ran north-south at the western end. The interior of the marine portion of the survey area, approximately the final 30 feet, could not be run due to shallows (Figure 17). The project area was exposed to winds from the north, east, and west. Tidal currents ran east-west. The winds and tide caused no negative impact during the survey.

Another potential concern during the investigation was vessel traffic. Although there were several crab pots in the project area, indicating active commercial usage, there were no incidents where vessels approached the survey crew or interfered with any project activity. A limited number of fishing and pleasure craft were seen in the area to the north, but did not represent any significant problem.

Water depths encountered within the project area ranged from zero to four feet. Thus the proper watercraft was required to conduct a survey in the shallows. The area surveyed extended west and north of the bounds of the project area to insure adequate coverage. It was noted in the very southwest corner of the area examined that the depth was 12 feet. The tide range while conducting the project was minimal. On August 27 the high tide was 1.0 feet above mean low, while low tide was 0.8 feet above mean low, for a tide range of 0.2 feet. The following day the tide range was 1.1 feet above mean low at high and 0.7 feet above mean low at low tide, for a tidal range of 0.5 feet. This data can be found on the Internet at [http://co-ops.nos.noaa.gov/tides/get\\_pred.shtml?stn=2650+Pensacola](http://co-ops.nos.noaa.gov/tides/get_pred.shtml?stn=2650+Pensacola).

The shallowness of the project area necessitated the use of some additional equipment to keep the remote-sensing equipment floating on the surface so that it would not drag on the sea bed and risk snagging on the observable cultural material. The magnetometer tow cable was buoyed with piping insulation and the tow fish was fastened to a "boogie" board to insure floatation.

Water clarity was a factor in the present survey. The entire project area was in very shallow water, as above. The visibility was at least two to four feet. These conditions made piloting the

survey vessel and later wading and snorkeling very easy to accomplish. Obstructions in the water could be avoided, and location of cultural material in the water was easily accomplished.

Much smaller than the submerged portion, the terrestrial portion of the project area covered the northern 350 feet of the island in a north/south direction, and 300 feet of the island and sandspit in an east/west direction. Additionally, the project area was 70 feet wide beginning at the tide mark. The white sugar sand was easy to shovel and screen and to observe any cultural materials if present. Furthermore, the sparseness of vegetation allowed for excellent visual inspection of the ground surface. Due to the proximity of Pensacola Bay shovel tests could only be taken to the water table, approximately one meter maximum depth.

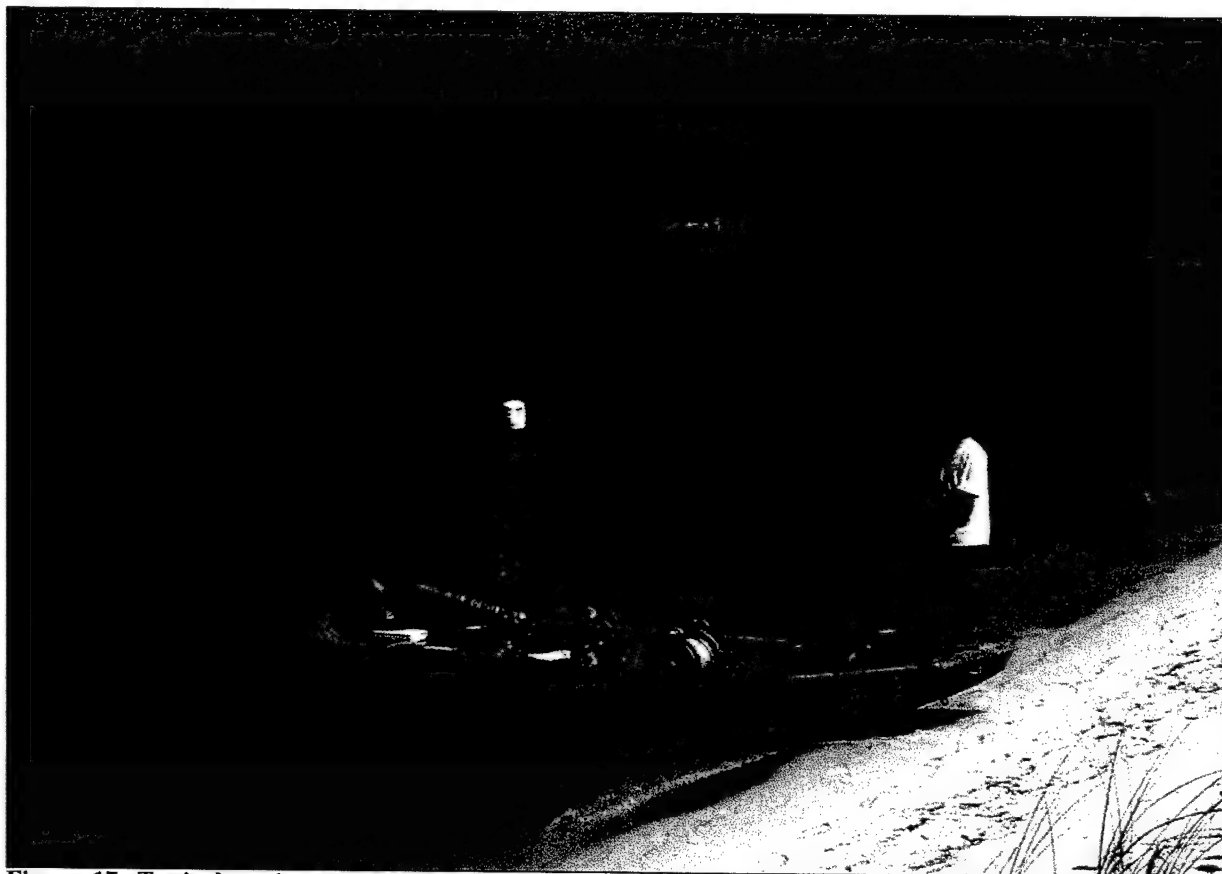
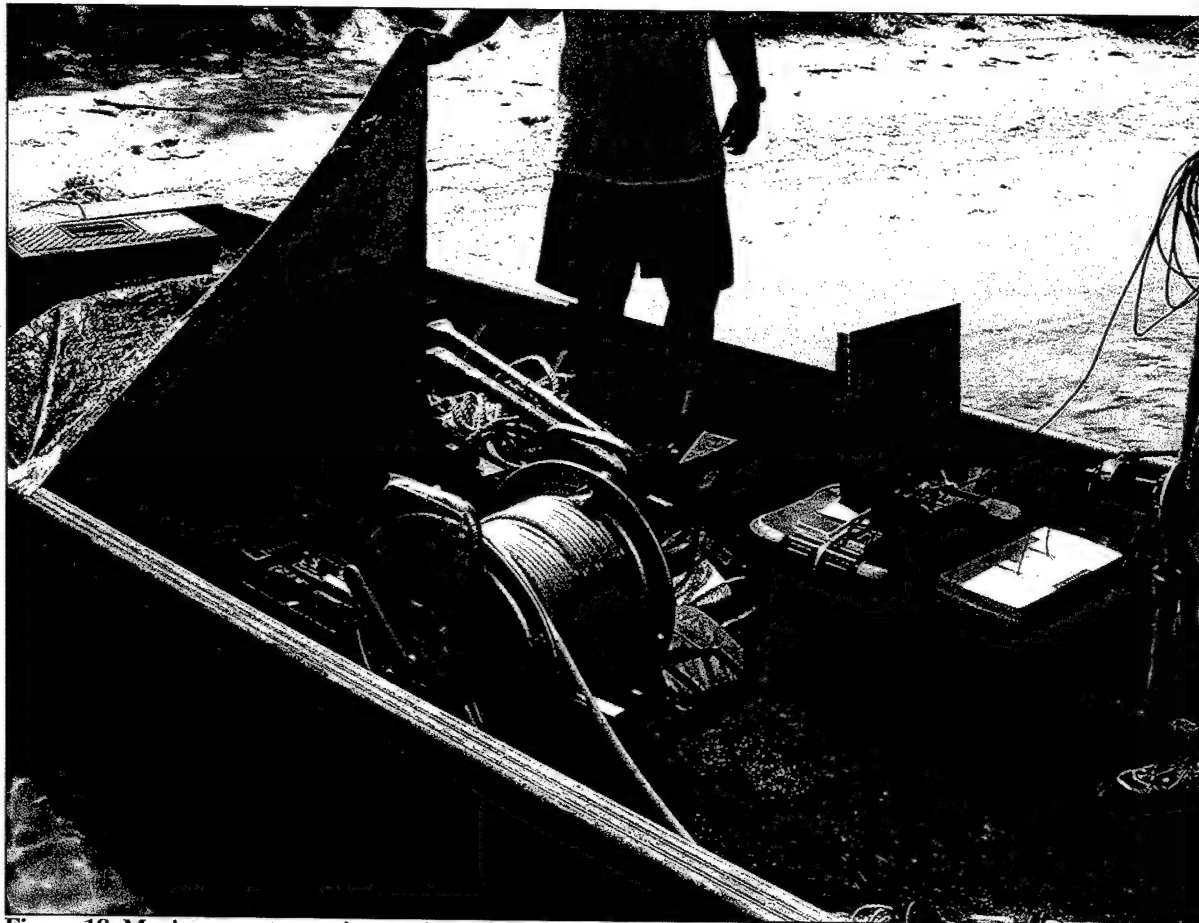


Figure 17. Typical project area environment looking north. Shallows in foreground and Town Point in background.

### ***REMOTE SENSING SURVEY EQUIPMENT***

The remote-sensing survey was conducted with equipment and procedures intended to facilitate the effective and efficient search for magnetic anomalies and to determine their exact location. The positioning system used was a Trimble Navigation DSM212H, Integrated 12-channel Global Positioning System (GPS) and Dual-channel MSK Beacon receiver for differential (DGPS) capabilities. Remote-sensing instruments included a Marine Magnetics Sea Spy proton spin resonance principle magnetometer and an Eagle Magna III fathometer (Figure 18).

Although noted in the Florida Division of Historic Resources Performance Standards for Submerged Remote Sensing Surveys, two remote-sensing technologies potentially available but not used during the present survey include side-scan sonar and sub-bottom profiler. The reasons that these instruments were not used are listed below.



**Figure 18. Marine remote-sensing equipment as deployed for the project.**

The primary reason that the side-scan sonar was not utilized is due to the general shallowness of the environment. The vast majority of the marine portions of the project area were less than three feet deep. The shallows pose a myriad of problems with side-scan sonar. For effective sonar images it is generally recommended that the side-scan sonar towfish be deployed between 10-20% the distance off the bottom relative to the swath width. With less than a meter of water below the keel of the survey craft, a swath width of 5-10 meters (15 to 30 feet) would be required rather than the less than 100 feet required. At a 100 foot swath, width to towfish should be theoretically 10 to 20 feet above the seabed, an impossibility under the conditions. Due to the shallows and clarity of the water in the project area, visual inspection by the survey crew would be considered much more efficient. Also the shallow water would represent a hazard while dragging the towfish. Since the margin of error would be so small, a couple of feet, when the survey vessel slowed to turn, the towfish could potentially drop to the sea bed and be damaged. Also, there were previously recorded objects in the marine portion of the project areas. These would represent a hanging hazard, due to the fine tolerances that would have to be maintained due to the shallow conditions. Another reason that side-scan sonar would be ineffective in the shallows encountered is the very nature of sound and reflectivity. The side-scan sonar towfish would have to be towed very close to the water surface in order not to drag or snag. The swath width for the survey was to be no greater than 100 feet (approximately 30 meters); as noted, the towfish should optimally be 10 to 20 feet off the sea bed. However, due to the closeness to the bottom and the dynamics of a moving survey vessel, the side-scan sonar would most likely acquire data that represented the reflection of the sea bed and underlying surface of the bay as the reflectivity of the sound energy of the side-scan sonar bounces in the water between the air at the surface and sand on sea bed (Likened this to taking a flashlight to a department store changing



room with multiple mirrors and turning the light on. The resultant multiple reflection may look nice, but it is a multiple distortion of a single beam.). Thus the side-scan sonar was not used for technical and safety reasons for the conditions encountered.

The sub-bottom profiler was not used for the reason that the client, the Corps of Engineers, did not request or require the technology to be applied to the area under their jurisdiction.

### ***Differential Global Positioning System***

A primary consideration in the search for magnetic anomalies is positioning. Accurate positioning is essential during the running of survey tracklines, and for returning to recorded locations for supplemental remote-sensing operations or ground-truthing activities. These positioning functions were accomplished on this project through the use of a Trimble Navigation DSM212H global-based positioning system.

The 212H is a global positioning system that attains differential capabilities by internal integration with a Dual-channel MSK Beacon receiver. This electronic device interprets transmissions both from satellites in Earth's orbit and from a shore-based station, to provide accurate coordinate positioning data for offshore surveys. The Trimble system used here has been specifically designed for survey positioning. Positioning was provided through continuous real-time tracking of the moving survey vessel by utilizing corrected position data provided by an on-board GPS, which processed both satellite data and differential data transmitted from a shore-based GPS station utilizing Radio Technical Commission for Maritime Services (RTCM) 104 corrections. The shore-based differential station monitored the difference between the position that the shore-based receiver derived from satellite transmissions and that station's known position. Transmitting the differential that corrected the difference between received and known positions, the DGPS aboard the survey vessel constantly monitored the navigation beacon radio transmissions in order to provide a real-time correction to any variation between the satellite-derived and actual positions of the survey vessel. Florida North State Plane coordinates, based on the 1983 North American Datum (NAD 83) coordinate system (provided by the Corps), were used for this project.

Both the satellite transmissions and the differential transmissions received from the shore-based navigation beacon were entered directly into a Sony Vaio laptop computer with an auxiliary display screen aboard the survey vessel. The computer and associated hardware and software calculated and displayed the corrected positioning coordinates every second and stored the data. The level of precision for the system is considered by the manufacturer "...to achieve positions accurate to the submeter level" (Trimble Navigation Limited 1998:1-10). Computer software (Hypack Max®) used to control data acquisition was written and developed by Coastal Oceanographics, Inc. specifically for survey applications. Positioning information was stored on magnetic disk aboard the survey vessel.

All positioning coordinates are based upon the position of the antenna of the DGPS. Each of the remote-sensing devices was oriented to the antenna, and their orientation relative to the antenna (known as a lay back) was noted. This information is critical in the accurate positioning of targets during the data analysis phase of the project, and repositioning for any subsequent archaeological activities. The lay back of the magnetometer sensor was 40 feet aft.

### ***Magnetometer***

The remote-sensing instrument used to search for ferrous objects on or below the sea floor of the survey area was a Marine Magnetics Sea Spy proton spin resonance principle magnetometer (Figure 19). The magnetometer is an instrument that measures the intensity of magnetic forces. The sensor measures and records both the Earth's ambient magnetic field and the presence of magnetic anomalies (deviations from the ambient background) generated by ferrous masses and various other sources. These measurements are recorded in gammas, the standard unit of



magnetic intensity (equal to 0.00001 gauss). The Sea Spy is capable of sub-second repeatability, but data was collected at one-second intervals both digitally and graphically, providing a record of both the ambient field and the character and amplitude of anomalies encountered. This data was stored electronically in the navigation computer.

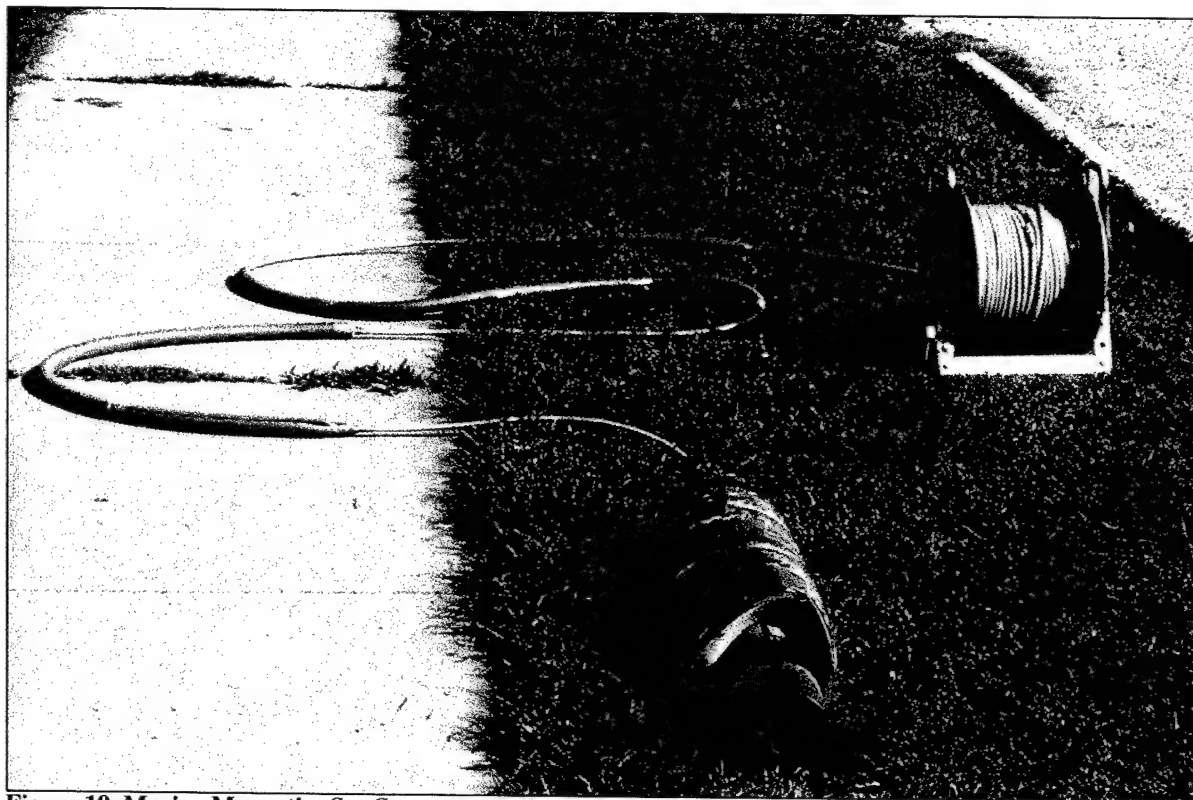


Figure 19. Marine Magnetics Sea Spy magnetometer tow fish.

The ability of the magnetometer to detect magnetic anomalies, the sources of which may be related to submerged cultural resources such as shipwrecks, has caused the instrument to become a principal remote-sensing tool of marine archaeologists. While it is not possible to identify a specific ferrous source by its magnetic field, it is possible to predict shape, mass, and alignment characteristics of anomaly sources based on the magnetic field recorded. It should be noted that there are other sources, such as electrical magnetic fields surrounding power transmission lines, underground pipelines, navigation buoys, or metal bridges and structures, that may significantly affect magnetometer readings. Interpretation of magnetic data can provide an indication of the likelihood of the presence or absence of submerged cultural resources. Specifically, the ferrous components of submerged historic vessels tend to produce magnetic signatures that differ from those characteristic of isolated pieces of debris. While it is impossible to identify specifically the source of any anomaly solely from the characteristics of its magnetic signature, this information, in conjunction with other data (historic accounts, use patterns of the area surveyed, visual inspection), other remote-sensing technologies, and prior knowledge of similar targets, can lead to an accurate estimation.

For this project the magnetometer was interfaced with the Sony Vaio laptop, using Hypack® software for data storage and management. It was also interfaced with the positioning system, allowing positioning fix points to be integrated with each magnetometer data point.

### ***Survey Vessel***

The survey vessel used during the marine remote-sensing survey was one of Panamerican's several small boats. The vessel was a 16-foot, all aluminum jonboat well suited for remote-sensing work in the environments encountered (Figure 20). There was ample area available for the placement and operation of the remote-sensing equipment. The project vessel conforms to all U.S. Coast Guard specifications according to class and had a full complement of safety equipment. The vessel carried appropriate emergency supplies including lifejackets, spare parts kit, tool kit, first-aid supplies, flare gun, and air horns. The jonboat was conveniently launched from the Gulf Breeze launching facility at the southwest end of the Three Mile Bridge over Pensacola Bay.

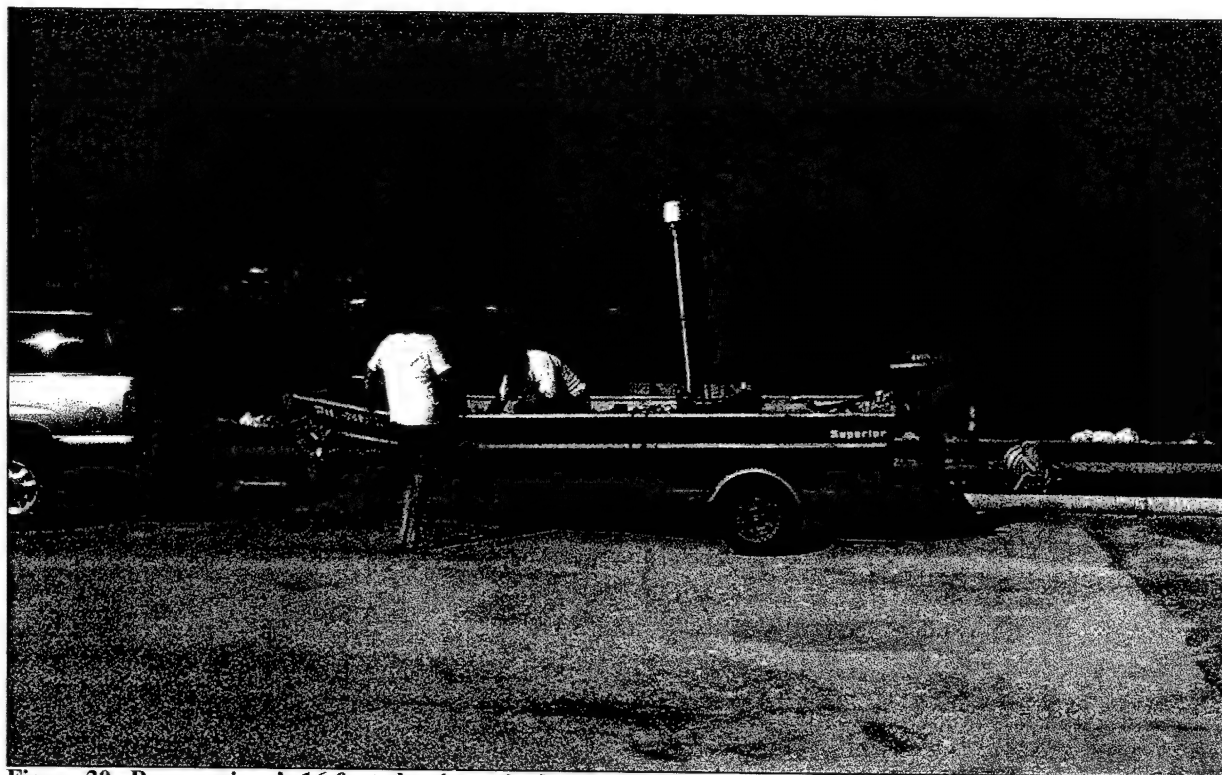


Figure 20. Panamerican's 16-foot aluminum jonboat survey vessel.

## ***SURVEY PROCEDURES***

### ***Marine***

Coordinates for the survey provided by the Corps were entered into the navigation program Hypack® and pre-plotted tracklines were produced (Figure 21). The survey vessel would transit to the coordinates as indicated by the navigation system. The magnetometer and DGPS were mobilized and tested, and the running of pre-plotted tracklines began. The helmsman viewed a video monitor, linked to the DGPS and navigational computer, to aid in directing the course of the vessel relative to the individual survey transects. The monitor displayed the real-time position of the path of the survey vessel along the trackline (Figure 22). The speed of the survey vessel was maintained at approximately two knots for the uniform acquisition of data.

As the survey vessel maneuvered down each trackline, the navigation system determined vessel position along the actual line of travel every second. The computer recorded positioning and magnetometer data every second. Vessel speed was between three and four feet per second, acquiring magnetic readings every second. The positioning points along the line traveled were recorded on the computer hard drive and the magnetic data were also stored digitally.

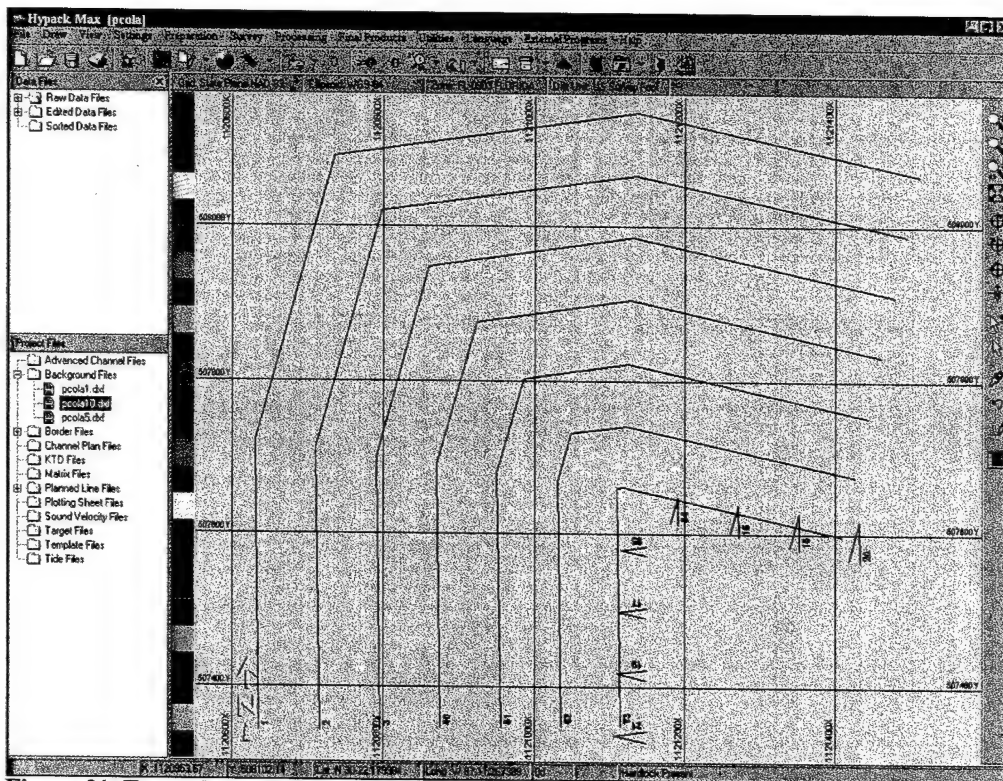


Figure 21. Example of pre-plotted trackline data for the project area in Hypack® software.

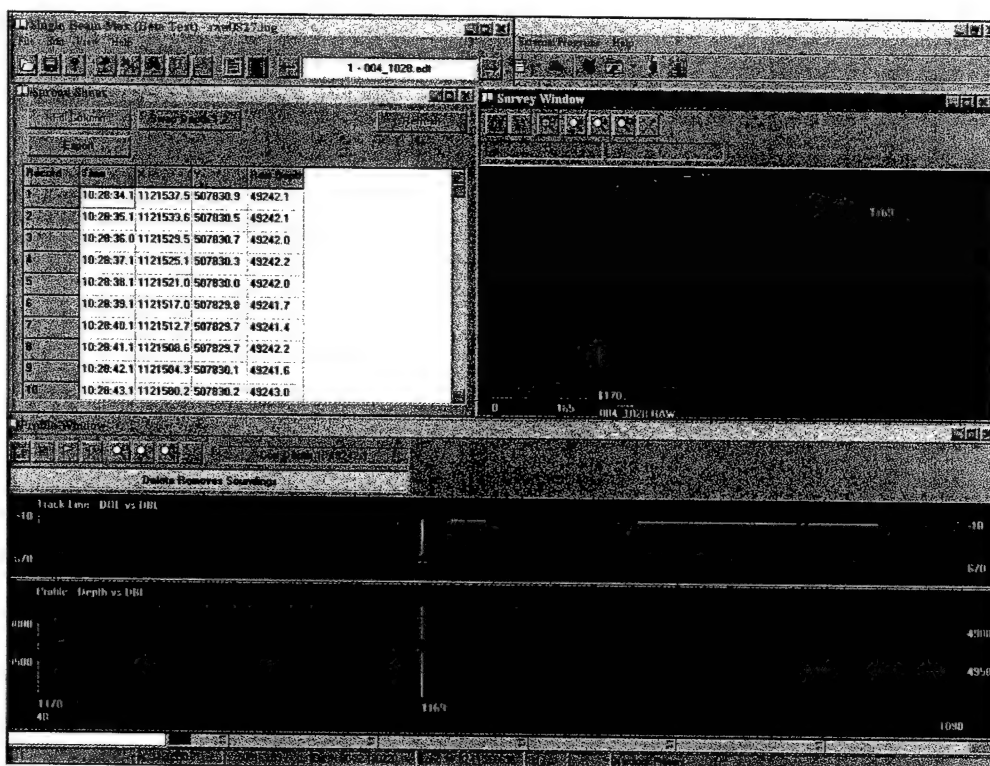


Figure 22. Example of real-time survey trackline and magnetic data in Hypack® software collected at the survey site. Top left window shows magnetic values and positioning; top right window as well as window immediately below, shows overhead view for the trackline; bottom window shows magnetic deviation of the trackline.

Each of the tracklines was run until completed. Any navigation errors, problems with the remote-sensing instruments, or with the positioning system during the running of a line resulted in the termination of that run. Significant off-line errors in navigation resulted in the immediate repetition of that line.

Problems with remote-sensing instruments were resolved before repeating the run of an aborted line. Due to the easily observable features within the project area, some offline data was collected to avoid collision. The most interior line was run as close to the shoreline as possible without grounding out and is not equally distanced from the preceding transect.

Upon completion of the magnetometer survey, the raw positioning and magnetometer data were edited within the Hypack® computer program. The edited file was input into the system's contouring program to produce magnetic contour maps. The maps, field notes, and magnetometer stripcharts were then analyzed to create a list of magnetic anomalies that were indicative of potentially significant cultural resources.

### ***Terrestrial***

Due to the 70 foot width of the terrestrial portion of the project area, only a single line of shovel test pits was excavated behind the initial dune line. The initial test pit was excavated at the far eastern terrestrial portion of the project area in proximity to project datum DM1001. Subsequent test pits were placed at measured 30 meter intervals to the west and south approximating the same distance from the shore. Each was dug to the water table and all soils were screened through 1/4 inch wire mesh. All cultural material and soil horizons (if any) were noted for each test pit on shovel test forms (Appendix B). Additionally, a visual inspection was conducted in the area and various cultural features were noted and placed on a project area map.

## 4. RESULTS

### *LITERATURE SEARCH RESULTS*

Although current speculation suggests that the entire project area may have been available for prehistoric occupation, it is believed that the marine remote-sensing equipment utilized during the present investigation is incapable of effectively locating this type of resource in the environment encountered. A review of local history, archaeological reports and shipwreck inventories indicated that there is the potential for pre-historic materials, historic structures and shipwrecks to be encountered within the project area. A single Late Mississippian Stage prehistoric site (8SR740) had been previously recorded at the extreme northern end of Deadman's Island (Joy 1988:94), although no evidence of prehistoric material was encountered during the present study. As noted above, there are several recorded historic sites including shipwrecks within and adjacent to the project area.

The following discussion will focus primarily upon historic resources. From the first Spanish and French explorations and colonization in the sixteenth century to the rise of the English in the late eighteenth century, there was a definite historic presence in the Pensacola Bay region. Several forms of sailing and steam vessels transited the waters of the region. Many of these vessels were abandoned or lost for a variety of reasons. Previous surveys involving investigations of remote-sensing targets, wreck sites, shipwrecks, abandonments, and historic structures have been conducted in the general area of the present project area (Joy 1988; Bense 1988; Smith 1990; Franklin et al. 1991). These studies indicate the existence of submerged cultural resources and vessels in the region as well as actual shipwreck/abandonment sites off Town Point and surrounding waters.

The NOAA AWOIS report found at <<http://anchor.ncd.noaa.gov/awois/search.cfm>> lists four obstructions near the project area. The center of the project area was calculated to be 30° 22' 06.515" N Latitude, 087° 11' 13.856" W Longitude. Expanding on the center point of the project area by 2', approximately two miles north-south and 1.9 miles east-west, indicated the four obstructions reported in Table 2. None are within the project boundaries.

**Table 2. AWOIS Obstructions Reported Near the Deadman's Island Project Area.**

Number	Latitude	Longitude	Record No.	Description	Chart No.	Correlates to Anomaly
1	30°21'50.33"	087°11'32.56"	4500	Cabradroca	11383	No
2	30°21'56.94"	087°11'29.88"	4501	Unknown	11383	No
3	30°23'41.00"	087°11'05.00"	8325	Obstruction	11382	No
4	30°23'51.93"	087°12'48.59"	4503	Sounding	11383	No

Record No. is the numerical designation given by NOAA of the obstruction.

Chart No. is the number of the NOAA navigation chart that contains the obstruction.

### *REMOTE SENSING SURVEY RESULTS*

During the project approximately 7,000 linear feet (1.32 miles) were run during the traversing of six separate transects to insure complete coverage of the maritime portion of the project area. Depths encountered during the investigation ranged from 12 feet to the southwest of the project area to a mere two feet in the eastern portion of the project area. Survey coordinates are presented in Florida North State Plane, North American Datum 1983 (NAD 83). The magnetometer was run on each transect within the survey area, and two additional transects offshore to the west and north were completed. The addition of the two extra transects insured enough overlap to be certain the project area was fully covered. Due to the small area covered for



this project, some of the larger magnetic anomalies tend to mask areas that contain smaller discrete anomalies. Using an instrument that has a sensitivity of less than one-tenth of a gamma, the magnetic data as recorded was not difficult at all to analyze, but the resultant computer-generated contour map may not display data indicating the smallest anomalies due to the gamma intensity of larger anomalies and parameters needed to display them.

Since the area investigated lies for a great part within an historically active careenage and marine railway, some suppositions will be made relative to the magnetic data recorded during the project. Use history of the area may aid in determining the source of the anomalies. During the analysis of the magnetometer data all single point sources, single readings deviating from background, and anomalies with a gamma deviation of less than 10 gammas located on a single survey transect were not considered to represent potentially significant cultural resources. Experience has shown that single point sources and single line anomalies are almost exclusively modern debris, while larger anomalies represented on multiple parallel transects have greater potential to represent potentially significant structures or shipwreck sites.

The use history of the waterway examined would indicate that a vast bulk of the magnetic anomalies recorded may represent potentially significant materials. Several archaeological investigations in the area indicate that there are historic resources there (Joy 1988; Bense 1988; Smith 1990; Franklin et al. 1991). Therefore all magnetic anomalies located in the project area should be considered to have the potential to represent significant cultural resources. Due to the known resources in the area and the historic associations with this relatively small area the assertion of potential significance for identified anomalies is considered reasonable.

The project area was an irregular L-shape with its long axis running in general west-east. The area examined was relatively small and had a consistent magnetic background reading which ran between approximately 49,235 gammas in the southwest and 49,240 gammas in the east. Thus there should be no indication of the small gradient change on a contour map separated at a standard 10 gamma interval. All contour lines should represent anomalous features. Due to the contour interval needed to represent some of the larger anomalies, 100 gammas, the scale in the magnetic contour map may not let many of the smaller magnetic anomalies express themselves.

In total 23 individual magnetic anomalies were recorded in the raw magnetic data. These anomalies were prioritized as to their probability of representing historic structures or shipwreck remains based on characteristics such as anomaly strength, duration, anomalies on parallel transects, historic use of the area, and correlation with observed materials. After analysis and correlation with anomalies on parallel transects it was concluded that there were 17 individual anomalous features represented by the data. The anomalies are represented in general from south to north in Figure 23 and Table 3. Other observable features in the project area, such as brick and concrete assemblages, are also contained in Figure 23 and listed in Table 4. Figure 24 is presented next, representing features and shovel test pit excavations.

**Table 3. Magnetic Anomalies Recorded in the Deadman's Island Project Area.**

Anomaly Number	Northing	Easting	Intensity	Type	Depth (feet)	Duration (feet)	No. of Transects
1	507363	1120797	1,324	Dipole	4	75	1
2	507390	1120952	366	Complex	2	159	1
3	507469	1120794	152	Dipole	3	55	1
4	507506	1121012	30	Complex	2	40	1
5	507539	1120873	806	Complex	3	243	1
6	507593	1121003	541	Complex	2	39	1
7	507706	1120967	223	Dipole	2	26	2
8	507723	1121080	874	Dipole	2	37	1
9	507725	1120714	8,713	Complex	3	370	3



Anomaly Number	Northing	Easting	Intensity	Type	Depth (feet)	Duration (feet)	No. of Transects
10	507768	1121182	832	Monopole	2	47	2
11	507777	1120893	109	Monopole	3	22	1
12	507806	1121141	170	Monopole	2	39	2
13	507840	1120834	793	Complex	3	209	1
14	507847	1121369	515	Monopole	3	41	1
15	508003	1120722	86	Dipole	3	28	2
16	508112	1121273	20	Dipole	3	22	1
17	508114	1120901	53	Dipole	3	43	1

The "Number" indicates the number of the anomaly from the most southerly to most northerly. "Intensity" represents the gamma deviation from the ambient magnetic reading. "Type" represents the magnetic signature i.e. monopole, a singular rise or fall from background; dipole, a rise and fall from the background; complex, any combination of the monopole and/or dipole configuration.

**Table 4. Features Located in the Magnetic Contour Map.**

Number	Northing	Easting	Feature
F1	507625	1121059	Brick structure at Town Point
F2	507601	1121026	Exposed concrete off Town Point
F3	507606	1120925	Ballast Concentration (Pile?)
F4	507665	1120966	2nd Exposed concrete off Town Point
F5	507864	1121178	Brick structure at head of marine railway
F6	507756	1121243	East end of concrete covered pipe

"Easting" and "Northing" are the feature coordinates in Florida (North) State Plane NAD 83.

### **Anomaly 1**

Anomaly 1 is found at 507363 North 1120797 East in four feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 1324 gammas. The maximum duration of the magnetic impression is 75 feet with a dipole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant. The anomaly source is located directly in line with the sheet pile placement and should be investigated prior to any further construction activity.

### **Anomaly 2**

Anomaly 2 is found at 507390 North 1120952 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 366 gammas. The maximum duration of the magnetic impression is 159 feet with a complex signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

### **Anomaly 3**

Anomaly 3 is found at 507469 North 1120794 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 152 gammas. The maximum duration of the magnetic impression is 55 feet with a dipole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant. The anomaly source is located directly in line with the sheetpile placement and should be investigated prior to any further construction activity.

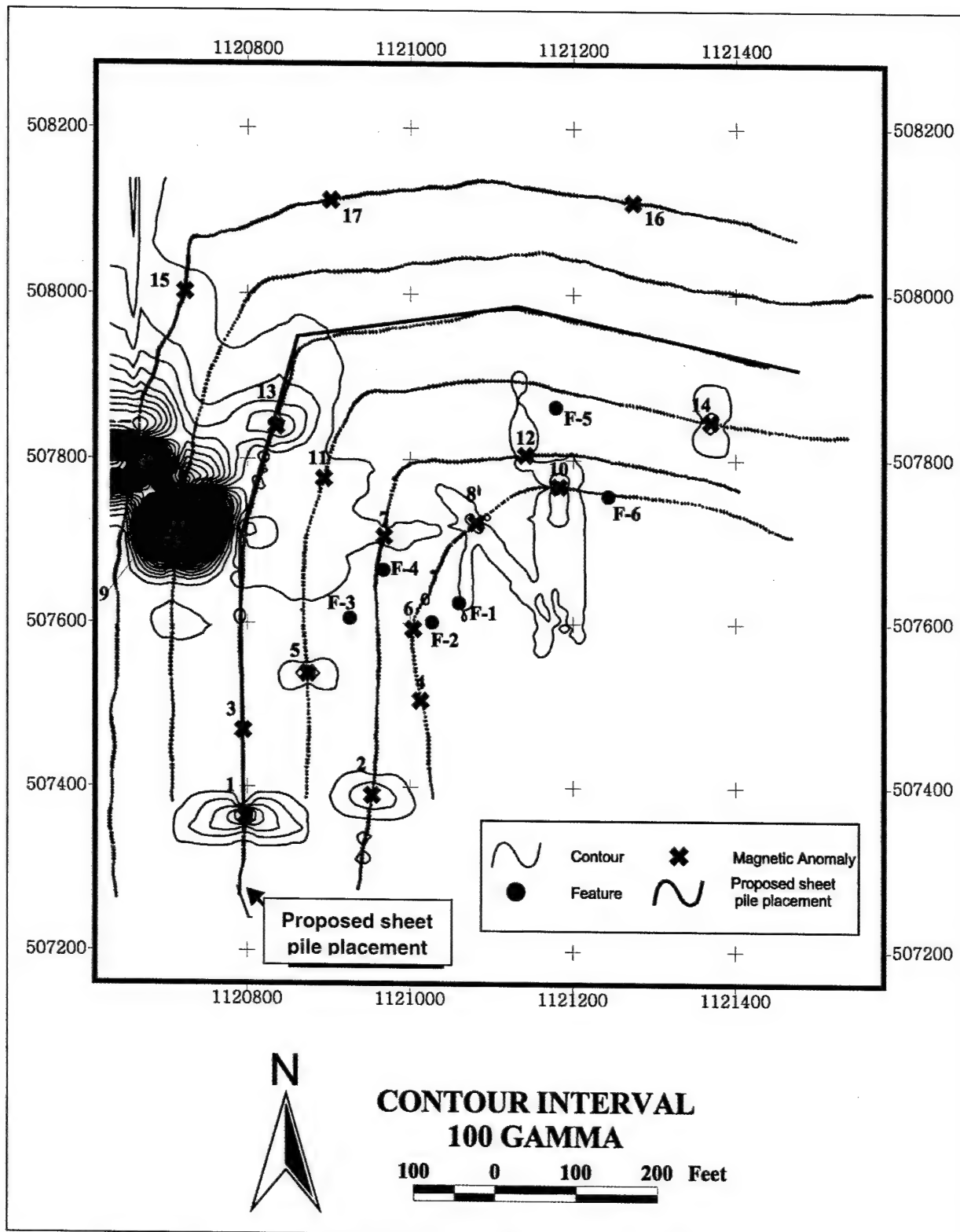


Figure 23. Magnetic contour map of the project area with anomalies and observable features noted. Due to the contour interval needed to represent the larger anomalies, the 100 gamma scale in the magnetic contour map may not let a few of the smaller magnetic anomalies express themselves.

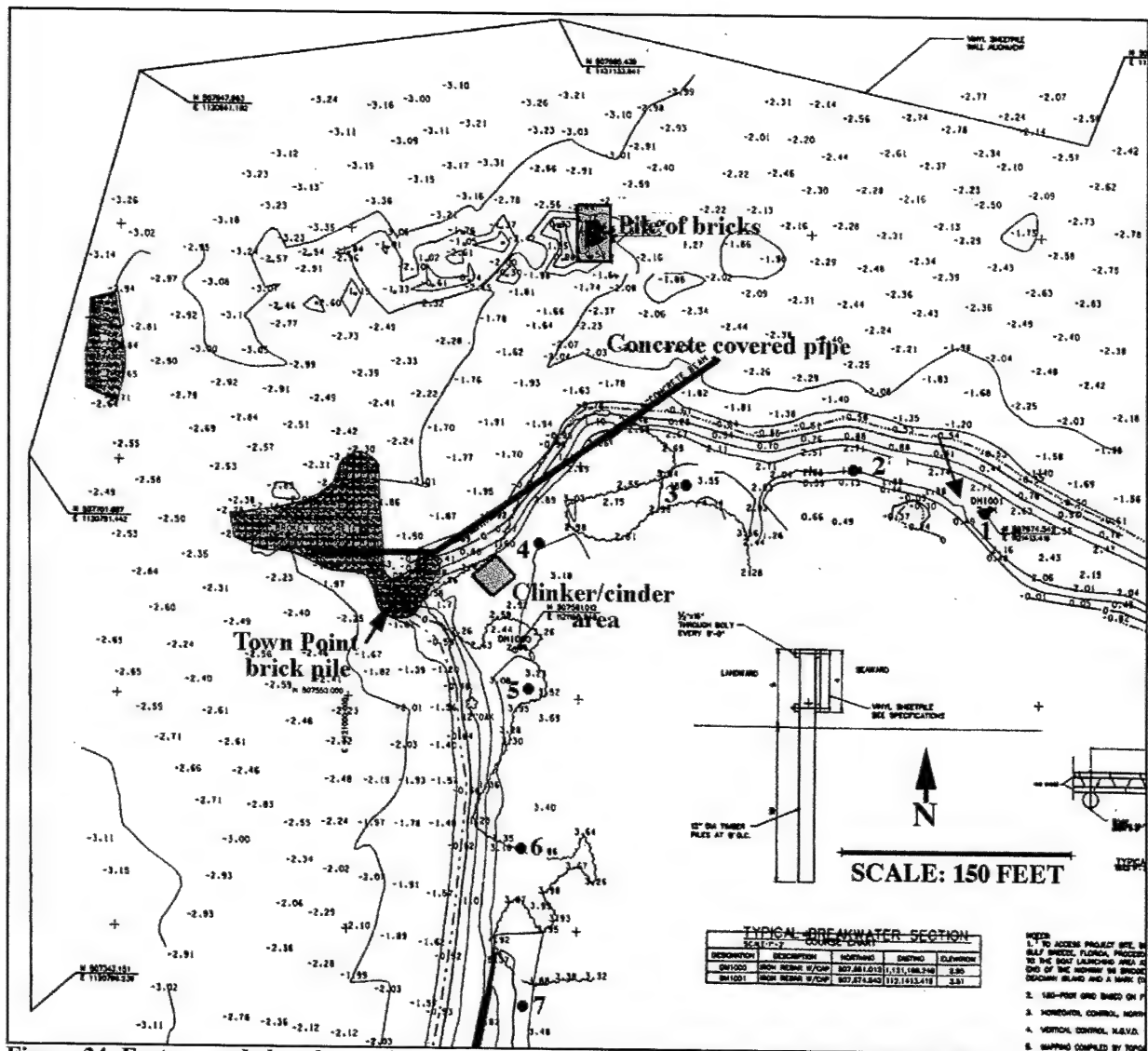


Figure 24. Feature and shovel test pit excavation location map. Red numbered locations indicate shovel test pits.

#### Anomaly 4

Anomaly 4 is found at 507506 North 1121012 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 30 gammas. The maximum duration of the magnetic impression is 40 feet with a complex signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

#### Anomaly 5

Anomaly 5 is found at 507539 North 1120873 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 806 gammas. The maximum duration of the magnetic impression is 243 feet with a complex signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

#### **Anomaly 6**

Anomaly 6 is found at 507593 North 1121003 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 541 gammas. The maximum duration of the magnetic impression is 39 feet with a complex signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

#### **Anomaly 7**

Anomaly 7 is found at 507706 North 1120967 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 223 gammas. The maximum duration of the magnetic impression is 26 feet with a dipole signature. The anomaly is found on two survey transects. Although the two anomaly sources that constitute this anomaly have a very short duration, they are aligned in a way that may indicate a pipe, cable or other linear object. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

#### **Anomaly 8**

Anomaly 8 is found at 507723 North 1121080 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 874 gammas. The maximum duration of the magnetic impression is 37 feet with a dipole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

#### **Anomaly 9**

Anomaly 9 is found at 507725 North 1120714 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 8713 gammas. The maximum duration of the magnetic impression is 370 feet with a complex signature. The anomaly is found on three survey transects. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant. The anomaly source is located directly in line with the sheetpile placement and should be investigated prior to any further construction activity.

#### **Anomaly 10**

Anomaly 10 is found at 507768 North 1121182 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 832 gammas. The maximum duration of the magnetic impression is 47 feet with a monopole signature. The anomaly is found on two survey transects. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

#### **Anomaly 11**

Anomaly 11 is found at 507777 North 1120893 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 109 gammas. The maximum duration of the magnetic impression is 22 feet with a monopole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

### **Anomaly 12**

Anomaly 12 is found at 507806 North 1121141 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 170 gammas. The maximum duration of the magnetic impression is 39 feet with a monopole signature. The anomaly is found on two survey transects. Although the two anomaly sources that constitute this anomaly have a very short duration, they are aligned in a way that may indicate a pipe, cable or other linear object. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement. This anomaly extends to the north, to a brick and mortar structure at the head of the remains of the marine railways (Figure 25).

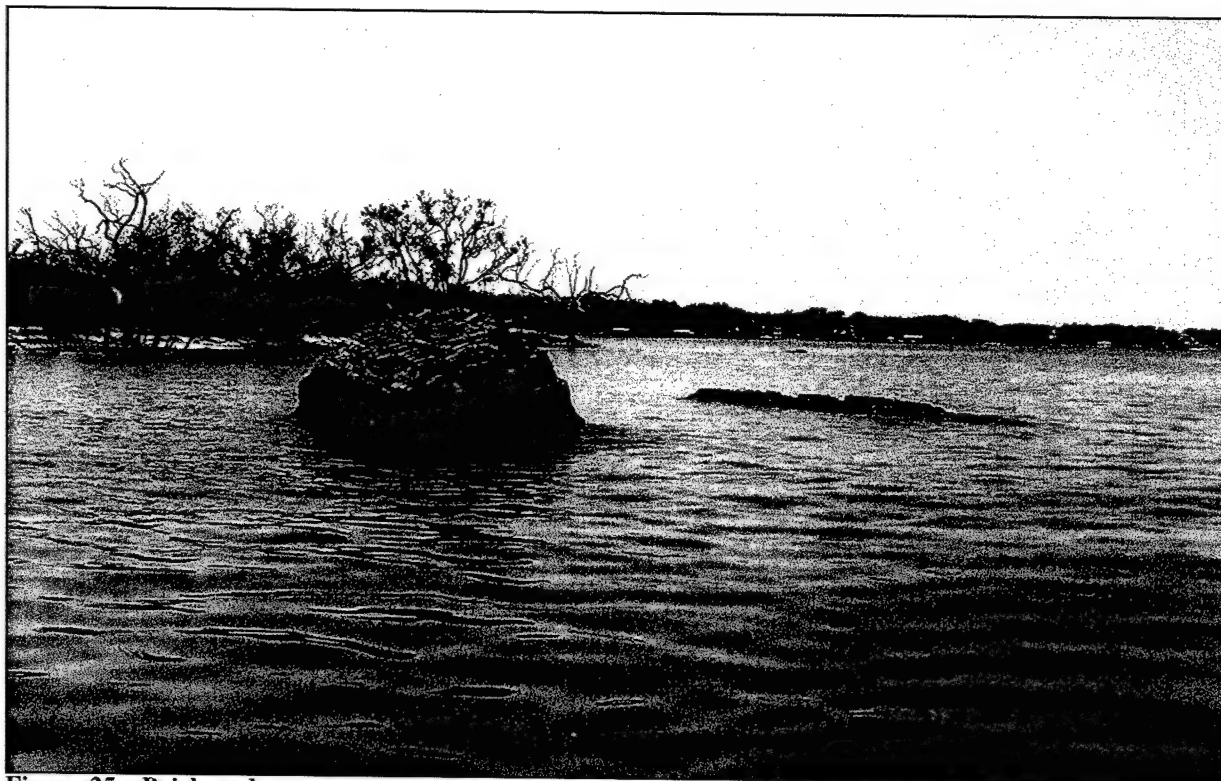


Figure 25. Brick and mortar structure protruding from the bay waters looking south. Portion of marine railway, the first of several cross ties, observable to west.

### **Anomaly 13**

Anomaly 13 is found at 507840 North 1120834 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 793 gammas. The maximum duration of the magnetic impression is 209 feet with a complex signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant. The anomaly source is located directly in line with the sheetpile placement and should be investigated prior to any further construction activity.

### **Anomaly 14**

Anomaly 14 is found at 507847 North 1121369 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 515 gammas. The maximum duration of the magnetic impression is 41 feet with a monopole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a



careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

#### **Anomaly 15**

Anomaly 15 is found at 508003 North 1120722 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 86 gammas. The maximum duration of the magnetic impression is 28 feet with a dipole signature. The anomaly is found on two survey transects. Although the two anomaly sources that constitute this anomaly have a very short duration, they are aligned in a way that may indicate a pipe, cable or other linear object. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is seaward of the potential sheetpile placement.

#### **Anomaly 16**

Anomaly 16 is found at 508112 North 1121273 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 20 gammas. The maximum duration of the magnetic impression is 22 feet with a dipole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is seaward of the potential sheetpile placement.

#### **Anomaly 17**

Anomaly 17 is found at 508114 North 1120901 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 53 gammas. The maximum duration of the magnetic impression is 43 feet with a dipole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is seaward of the potential sheetpile placement.

The interpretation of remote-sensing data obtained from the magnetometer is an imperfect process at best, and, as stated by Pearson et al., "relies on a combination of sound scientific knowledge and practical experience" (1991:69). The evaluation of remote-sensing targets with regard to a determination that the target does or does not represent a shipwreck or historic structure remains depends on a variety of factors. These include the detected characteristics of the individual targets (e.g., magnetic anomaly strength and duration), association with other magnetic targets on the same or adjacent lines, and relationships to observable target sources such as channel buoys, pipeline crossings, marine and shoreline structures.

Interpretation of magnetometer data is perhaps the most problematic. Magnetic anomalies are evaluated and prioritized on the basis of magnetic amplitude or deflection of gamma intensity in concert with duration or spatial extent. The problems of differentiating between modern debris and potentially significant cultural resources on the basis of remote-sensing data have been discussed by many authors. This difficulty is particularly true in the case of magnetic data, and therefore it has received the most attention in the current body of literature dealing with the subject. Pearson and Saltus state that "even though a considerable body of magnetic signature data for shipwrecks is now available, it is impossible to positively associate any specific signature with a shipwreck or any other feature" (1990:32). There is no doubt that the only positive way to verify a magnetic source object is through physical examination.

Pearson and Hudson (1990) have argued that the past and recent use of a water body must be an important consideration in the interpretation of remote-sensing data, in many cases the most important criterion. Unless the remote-sensing data, the historical record, or the specific environment (e.g., careening area) provide compelling and overriding evidence to the contrary, it



is believed that the history of use should be a primary consideration in interpretation. What constitutes "compelling evidence" is to some extent left to the researcher's discretion; however, in settings where modern commercial traffic is light but the historic use has been intensive, such as this project area, the presence of a large quantity of modern debris must not be expected.

## TERRESTRIAL SURVEY RESULTS

Seven shovel test pits were excavated in the project area. The initial test pit was dug at the far eastern terrestrial portion of the project area at the project datum DM1001 (see Figure 24, Table 5). Subsequent test pits were placed at taped 30 meter intervals approximating the same distance from the shore. Each pit was excavated to the water table, which ranged from a shallow 54 centimeters on the sand spit to a depth of 90 centimeters. The general soil matrix excavated was the white sugar sand that is typical of the area. No evidence of potentially

**Table 5. Shovel Test Pit Data.**

ST#	Status	Depth	Comment
1	Negative	55	White sand to water table
2	Negative	55	White sand to water table
3	Negative	85	White sand to water table
4	Negative	70	White sand to water table
5	Positive	87	Clinker between 25-36 cm
6	Negative	90	White sand to water table
7	Negative	85	White sand to water table

"ST#" indicates shovel test pit number. "Status" indicates whether any cultural material was found. "Depth" indicates depth in centimeters. "Comments" indicates what was found in each test pit.

significant cultural resources, either pre-historic or historic, was indicated by the shovel test pits. With the exception of one, there were no artifactual materials located in any of the test pits. Only one, ST No. 5, had a thin lens with small amounts of clinker present. Observation of the ground surface in the project area indicated that there were scatterings of clinker (furnace tailings) and coal or coke (fuel for steam powered machinery). This surface material was distributed throughout the area with one specific concentration at the extreme northwest corner of the island. Several other visible features observed included brick piles and concrete covered piping. These cultural features were measured and mapped and placed in their relative position.

Inside the project area bounds and located on the map presented in Figure 24 are several features. Labeled as F1 above, the end of Town Point is a layered brick structure in poor repair most likely associated with the marine railway (Figure 26). Another feature mostly eroded out of the shoreline and now underwater is a concrete covered pipe that extended across the northern shoreline (Figure 27). Recorded during the 1988 UWF investigation as Feature 1, the pipe was identified as a water conduit for the marine railway. A metal conglomeration, including metal strapping and wire cable, eroding out of the shoreline and located at the bay/land interface, may be typical of the anomaly sources located during the marine portions of the survey (Figure 28). This concretion is located on the north facing shore to the east of Town Point.

In addition to these features, visual examination by wading and snorkeling revealed a scatter of ballast shoreward of the proposed line of piles. Composed of large black granite cobbles with quartz inclusions, it is unknown if the ballast represents a scatter of discarded ballast or the site of another wreck like the Town Point Wreck. Designated 8SR983, the Town Point Wreck lies adjacent to and just south of the northwestern point of land which supports the remains of a now-dead live oak whose root mass entwines an intact brick foundation. Believed to be buried by sand, the wreck site was not relocated. The Deadman's Punt (8SR1014), which lies in or just south of the southern project boundary, also could not be relocated. It, however, may have been destroyed by the erosional effects of wind and wave action.

Outside the project area there were the remains of a brick and concrete structure to the south (Figure 29). Its association if any with the marine railway is unknown. Also, the remains of a wooden barrel located off the west-facing shore to the south of the project area at the bay/land interface were observed (Figure 30). As stated above, the archival research conducted for this project noted that there are several other historic sites in close proximity to the project area.

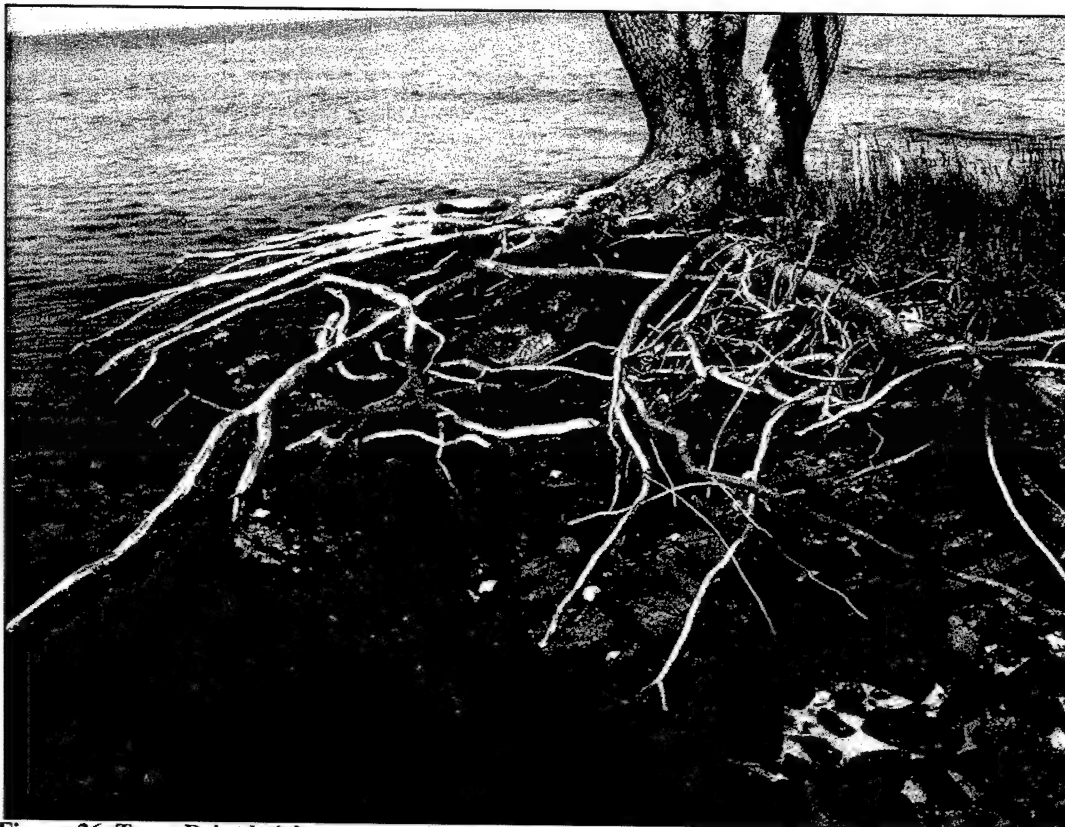


Figure 26. Town Point brick structure from the south.



Figure 27. Concrete covered pipe located along the northern shore of Town Point.



Figure 28. Metal material concretion located at the bay/land interface.

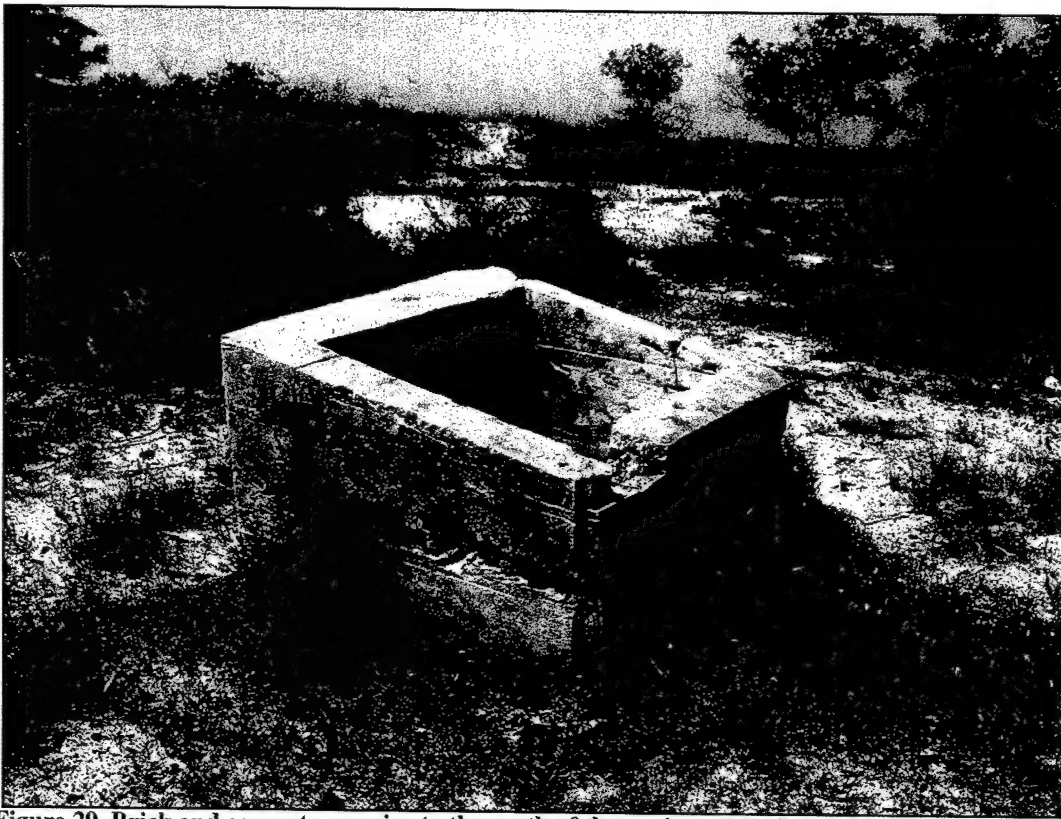


Figure 29. Brick and concrete remains to the south of the project area viewed from the west.

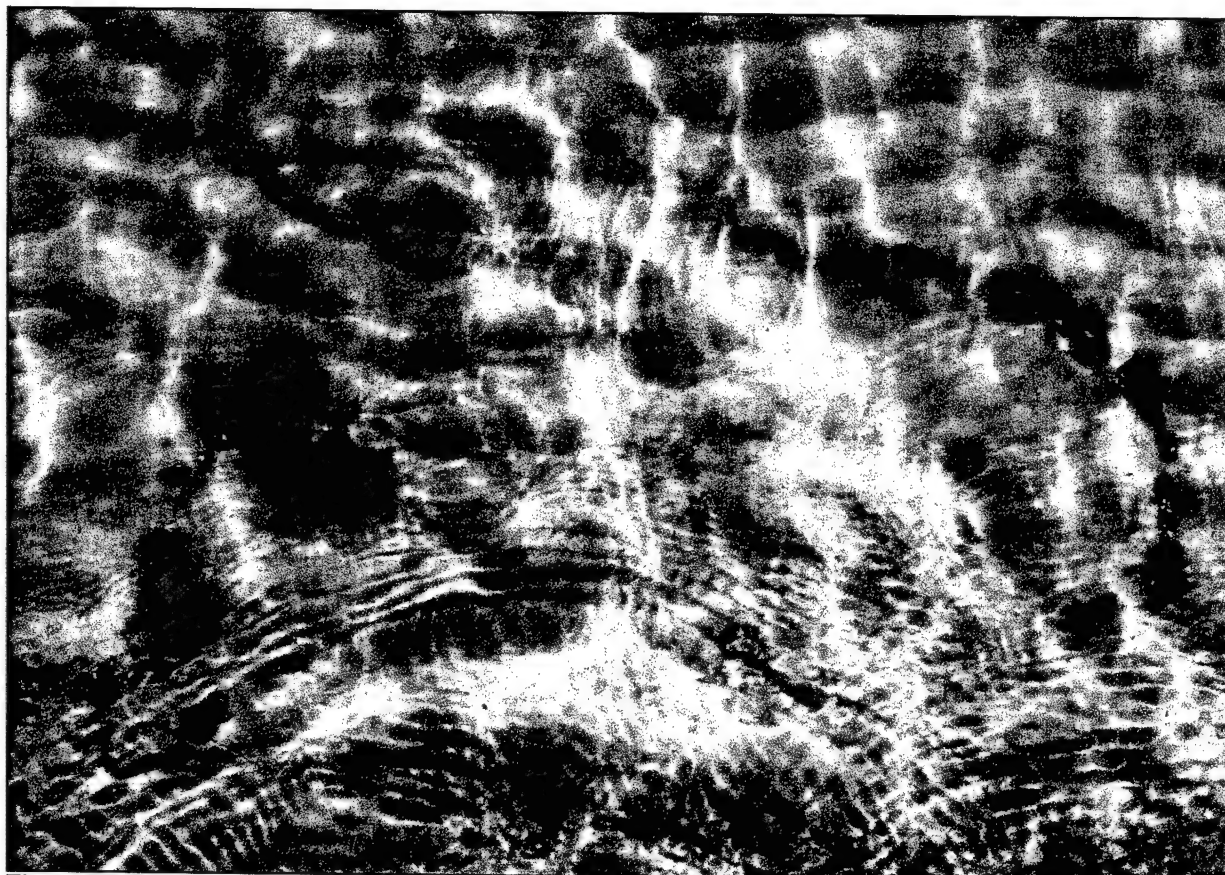


Figure 30. Remains of a wooden barrel at the bay/land interface, possibly part of a barrel well to the south of the project area.

Another observation made on site with respect to past investigations in the area indicates that there has been continued erosion in the northern and western portions of the site. Illustrations from past reports, most specifically Figure 12 presented above, indicate a massive level of erosion within the years since the photo was taken. In the photo the structure appears to be within approximately 10 feet of the shoreline. The recent investigation found that the structures are now submerged and over 100 feet from shore. The amount of erosion can also be seen in a comparison of feature locations found on the 1988 UWF shovel test and feature location map presented in Figure 31. Depicted running between Unit 2 and Unit 14 (U2 and U14) is a straight line denoting UWF's Feature 1, the cement encased pipe thought to have served as a fresh water conduit. When compared to Figure 24 above, with the exception of one small segment the entire cement covered pipe is now entirely exposed and lies submerged off the island. This is additional evidence that the 1988 northern shoreline has receded remarkably in the last 14 years.

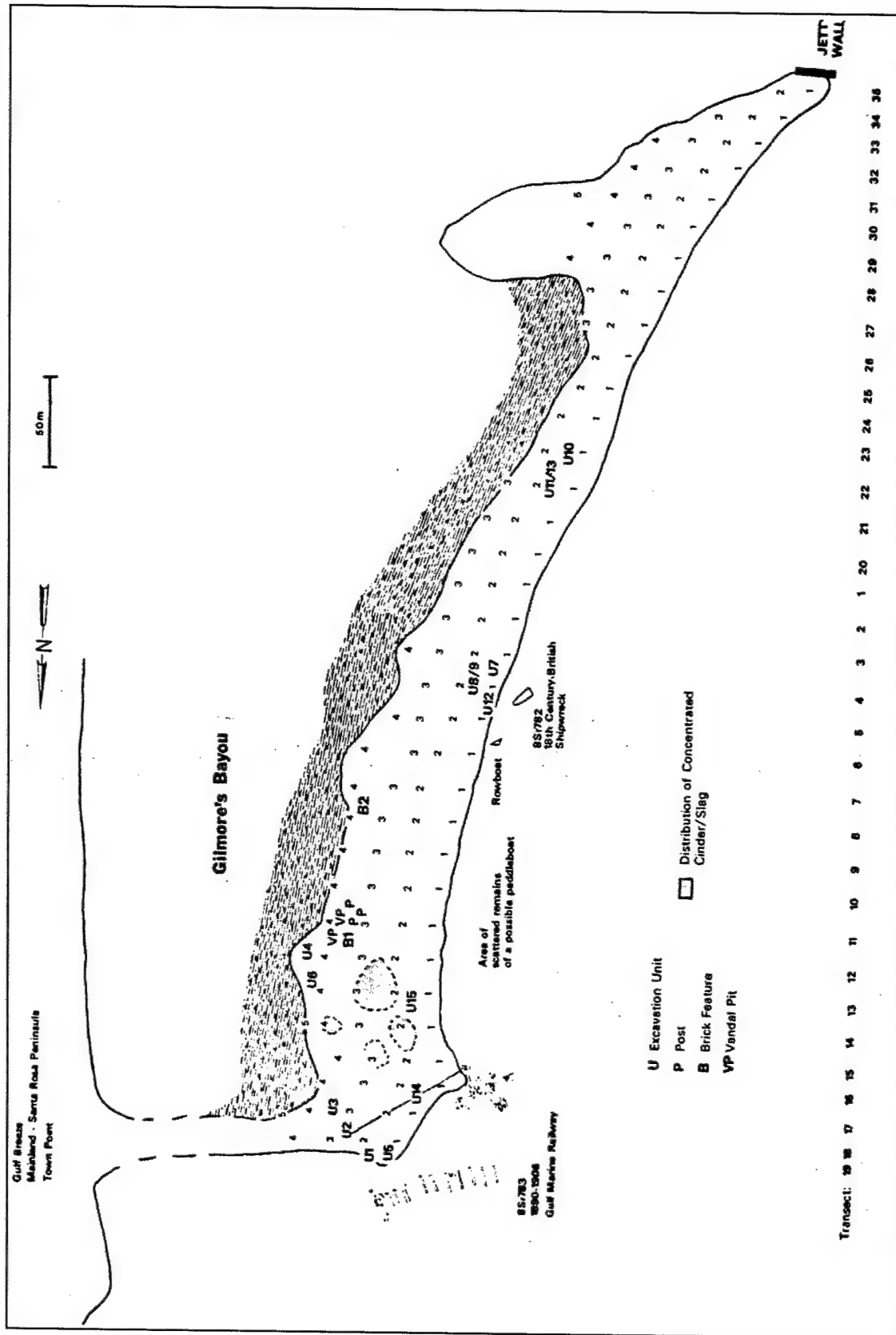


Figure 31. 1988 UWF site map showing features, shovel test pits and excavation units. Note Feature 1, the cement covered pipe, located between U2 and U14 and compare its current location in relationship to the northern shoreline in Figure 26 (as presented in Joy 1988:44)



## 5. CONCLUSIONS

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The investigation conducted by Panamerican for the Mobile District indicated that the project site is an extremely historically sensitive area. The island itself was home to prehistoric peoples, and comprising the northeastern shore of Old Navy Cove, the immediate waters have had a long history of early European utilization and were employed early on as a careening station. Deadman's Island has numerous known archaeological sites and several of the specific sites on and around it have been the focus of intensive cultural resources investigations. Several shipwrecks are located in and near the general vicinity of the project area, but perhaps the most readily visible testament to the island's history are the remains of a late-nineteenth century marine railway on its northern tip.

Located at the extreme northern end of the island is or was the Late Mississippian Stage prehistoric component of the Deadman's Island site (8SR740) identified by UWF in 1988. Cultural materials in the form of numerous ceramics were the only associated artifacts located by UWF. The UWF report stated that the "cultural component is weakly represented on the island and is very likely submerged in the shallow water off the north point of the island" (Joy 1988:94). The current investigation of the island did not encounter any aboriginal materials from this site, but did note that a significant amount of the island has eroded since the 1988 study, indicating that most if not all of the site most likely has eroded into the bay.

With the exception of one cultural lens which contained clinker most likely associated with the marine railway, shovel testing and visual inspection of the land portions of the project area did not reveal the presence of any other buried deposits. With that said, extensive testing by UWF located deposits predominantly from the nineteenth to early twentieth century in areas of Deadman's Island. Most containing brick and clinker, the UWF study indicated that they are mainly associated with the marine railway and are historically significant. However, owing to the site disappearing due to extensive erosion, it is the opinion of the Principal Investigator that given the stated minimal depth and impact of vegetation planting, this activity will serve to protect these deposits, if present, rather than impact them.

In addition to the one positive shovel test, several features were noted on the island and within the project area. Composed of brick and/or cement, the structural features are all most likely associated with the marine railway. Again, owing to the site and its features disappearing due to extensive erosion, it is the opinion of the Principal Investigator that given the stated minimal depth and impact of vegetation planting, this activity will serve to protect the features rather than impact them.

The marine remote-sensing investigation indicated 17 magnetic anomalies within the project boundaries (Table 6). While it is possible that they may represent historic vessel remains, because of their location most if not all are most likely associated with the marine railway which UWF considers historically significant. Four of the anomaly sources are located directly in line with the proposed sheetpile placement route and require investigation to assess their identity and historical significance relative to NRHP eligibility criteria prior to adverse construction impacts. A graphic representation of these four anomalies can be found in Appendix C. Of the other 13 anomalies, three are to seaward and ten are to shoreward of the proposed pile placement area. These anomaly sources should be avoided during pile placement activities (i.e., anchoring or spudding of pile driver barge). A sufficient area of avoidance should be accorded around the reported anomalies to insure that any construction activity does not affect these sites. If avoidance is not possible, it is recommended that an archaeological diving investigation be conducted to examine the source of any anomaly not avoidable in an effort to determine their identity and their significance relative to NRHP eligibility criteria.



**Table 6. Magnetic Anomalies Recorded in the Project Area.**

Number	Northing	Easting	Impacted	Disposition
1	507363	1120797	Yes	On proposed sheet pile placement corridor
2	507390	1120952	No	To shoreward
3	507469	1120794	Yes	On proposed sheet pile placement corridor
4	507506	1121012	No	To shoreward
5	507539	1120873	No	To shoreward
6	507593	1121003	No	To shoreward
7	507706	1120967	No	To shoreward
8	507723	1121080	No	To shoreward
9	507725	1120714	Yes	On proposed sheet pile placement corridor
10	507768	1121182	No	To shoreward
11	507777	1120893	No	To shoreward
12	507806	1121141	No	To shoreward
13	507840	1120834	Yes	On proposed sheet pile placement corridor
14	507847	1121369	No	To shoreward
15	508003	1120722	No	To seaward
16	508112	1121273	No	To seaward
17	508114	1120901	No	To seaward

In addition to the anomalies, a scatter of ballast lies shoreward of the proposed line of piles. Composed of large black granite cobbles with quartz inclusions, it is thought that vegetation planting should have no effect on the scatter. Additionally, the Town Point Wreck (8SR983) lies adjacent to and just south of the northwestern point of land which supports the remains of a now-dead live oak whose root mass entwines an intact brick foundation. Although the wreck site was not relocated, it is believed it is buried by sand. Hand planting of vegetation should serve to protect this site rather than cause an adverse effect. The same is true for the Deadman's Punt (8SR1014), which lies in or just south of the southern project boundary.

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**APPENDIX A**  
**FLORIDA SHPO COMMENTS**



DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary  
Office of International Relations  
Division of Elections  
Division of Corporations  
Division of Cultural Affairs  
Division of Historical Resources  
Division of Library and Information Services  
Division of Licensing  
Division of Administrative Services



FLORIDA DEPARTMENT OF STATE

Jim Smith

Secretary of State

DIVISION OF HISTORICAL RESOURCES

MEMBER OF THE FLORIDA CABINET

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Trustees of the Internal Improvement Trust Fund  
Administration Commission  
Florida Land and Water Adjudicatory Commission  
Siting Board  
Division of Bond Finance  
Department of Revenue  
Department of Law Enforcement  
Department of Highway Safety and Motor Vehicles  
Department of Veterans' Affairs

Mr. Hugh A. McClellan  
Chief, Environment and Resource Branch  
Mobile District, Corps of Engineers  
P.O. Box 2288  
Mobile, Alabama 36628-0001

November 26, 2002

Re: DHR No. 2002-10409 / Date Received by DHR: November 12, 2002  
*Underwater Remote Sensing and Terrestrial Survey, Pensacola Bay and Deadman's Island,  
Santa Rosa County, Florida (Panamerican Consultants, Inc. 2002) - Draft Report*

Dear Mr. McClellan:

Our office has received the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665), as amended in 1992, and 36 *C.F.R., Part 800: Protection of Historic Properties*. The State Historic Preservation Officer is to advise and assist federal agencies when identifying historic properties listed or eligible for listing in the *National Register of Historic Places*, assessing effects upon them, and considering alternatives to avoid or minimize adverse effects.

We have reviewed the submitted draft report and determined it is not sufficient. In order to be considered complete and sufficient according to Chapter 1A-46, *Florida Administrative Code*, the final report must contain the following:

- An analysis of sidescan sonar and sub-bottom profiling data for the project area, as required by the *Florida Division of Historical Resources Performance Standards for Submerged Remote Sensing Surveys*, or an explanation for why these technologies were not utilized
- Florida Master Site File Survey Log Sheets, completed in accordance with the "Guide to the Survey Log Sheet"
- Florida Master Site File Site Form update for the Gulf Marine Railway (8SR783) and Deadman's Island (SR740)
- A map of all features listed in Table 4, Page 31

Please note that Chapter 1A-46, *Florida Statutes*, and the *Florida Division of Historical Resources Performance Standards for Submerged Remote Sensing Surveys* are available online at <http://dhr.dos.state.fl.us/bhp/compliance>. Otherwise, we will forward copies of these documents at your request.

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(561) 279-1475 • FAX: 279-1476

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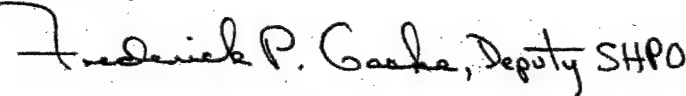
☐ Tampa Regional Office  
(813) 272-3843 • FAX: 272-2340

Mr. McClellan  
November 26, 2002  
Page 2

In addition, please be advised that a Chapter 1A-32 Archaeological Research Permit must be obtained from the Division of Historical Resources, Bureau of Archaeological Research, for all archaeological survey projects in or over state-owned submerged lands. The contact for this permit is Ms. Brenda Swann, Archaeology Supervisor, at (850) 245-6444. Future reports of archaeological investigations in state waters should include a copy of a valid Chapter 1A-32 permit.

If you have any questions concerning our comments, please contact Mary Beth Fitts, Historic Sites Specialist, at [mbfitts@mail.dos.state.fl.us](mailto:mbfitts@mail.dos.state.fl.us) or (850) 245-6333. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

  
Janet Snyder Matthews, Ph.D., Director, and  
State Historic Preservation Officer

Xc: Mr. Michael C. Tuttle, Panamerican Consultants, Inc.



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PD-F

FLORIDA DEPARTMENT OF STATE  
Kenneth W. Detzner  
Secretary of State  
DIVISION OF HISTORICAL RESOURCES

Mr. Hugh A. McClellan  
Chief, Environment and Resource Branch  
Mobile District, Corps of Engineers  
P.O. Box 2288  
Mobile, Alabama 36628-0001

February 24, 2003

Re: DHR No. 2002-10409-B / Additional Info. Received by DHR: January 23, 2003  
*Underwater Remote Sensing and Terrestrial Survey, Pensacola Bay and Deadman's Island,  
Santa Rosa County, Florida (Panamerican Consultants, Inc. 2002) - Revised Report*

Dear Mr. McClellan:

Our office has received the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665), as amended in 1992, and 36 C.F.R., Part 800: *Protection of Historic Properties*. The State Historic Preservation Officer is to advise and assist federal agencies when identifying historic properties listed or eligible for listing in the *National Register of Historic Places*, assessing effects upon them, and considering alternatives to avoid or minimize adverse effects.

We have reviewed the revised survey report for the above referenced survey. The survey conclusions indicate that magnetic anomalies 1, 3, 9, and 13 are located within or adjacent to the proposed sheet pile corridor. It is the recommendation of this office that all anomalies be avoided. If avoidance is not possible, archaeological diving investigations must be conducted to examine the source of these anomalies in an effort to determine their identity and eligibility potential.

The Florida Master Site File Forms previously requested in our letter of November 26, 2002 were provided in the revised report and will be forwarded to the Florida Master Site File. Please note that in the future, loose original forms should be provided, and preferably be typed. The updated forms indicate that there was not sufficient information obtained during the survey to determine eligibility status for sites 8SR740 and 8SR783. This office concurs with this determination.

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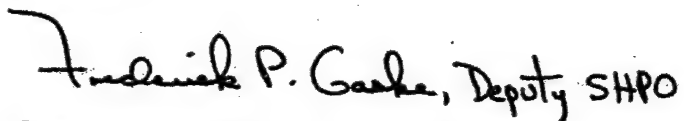
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Mr. McClellan  
February 24, 2003  
Page 2.

We note that submerged historic resources will be protected by the sheet pile placement and we look forward to working with you on this erosion control project. If there are any questions concerning our comments or recommendations, please contact Douglas Lewis, Historic Sites Specialist, by electronic mail at [dlewis@mail.dos.state.fl.us](mailto:dlewis@mail.dos.state.fl.us) or at 850-245-6333. Thank you for your interest in protecting Florida's historic properties.

Sincerely,

 Frederick P. Gaska, Deputy SHPO

 Janet Snyder Matthews, Ph.D., Director, and  
State Historic Preservation Officer

Xc: Michael C. Tuttle, Panamerican Consultants, Inc.

**APPENDIX B**  
**SHOVEL TEST LOGS**



SHOVEL TEST NO.: 1  
DISTANCE FROM B.O.T.: \_\_\_\_\_  
STATUS: \_\_\_\_\_

NOTES:	
10 cm	
20 cm	white sand
30 cm	no artifacts
40 cm	
50 cm	
60 cm	Peat root mass
70 cm	
80 cm	
90 cm	
100 cm	

water table

SHOVEL TEST NO.: 3  
DISTANCE FROM B.O.T.: \_\_\_\_\_  
STATUS: \_\_\_\_\_

NOTES:	
10 cm	
20 cm	white sand
30 cm	No Artifacts
40 cm	
50 cm	
60 cm	
70 cm	
80 cm	
90 cm	white sand
100 cm	

SHOVEL TEST NO.: 2  
DISTANCE FROM B.O.T.: \_\_\_\_\_  
STATUS: \_\_\_\_\_

NOTES:	
10 cm	
20 cm	White Sand
30 cm	No Artifacts
40 cm	
50 cm	
60 cm	Peat root mass
70 cm	
80 cm	
90 cm	
100 cm	

Water table

SHOVEL TEST NO.: 4  
DISTANCE FROM B.O.T.: \_\_\_\_\_  
STATUS: \_\_\_\_\_

NOTES:	
10 cm	white sand
20 cm	No Artifact
30 cm	
40 cm	
50 cm	
60 cm	
70 cm	
80 cm	water table
90 cm	
100 cm	

ADDITIONAL COMMENTS / OBSERVATIONS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SHOVEL TEST NO.: 5  
DISTANCE FROM B.O.T.: \_\_\_\_\_  
STATUS: \_\_\_\_\_

NOTES: Surface clinker	
10 cm	Cinder
20 cm	
30 cm	white sand
40 cm	No Artifacts
50 cm	
60 cm	
70 cm	
80 cm	
90 cm	87 cm
100 cm	

SHOVEL TEST NO.: 7  
DISTANCE FROM B.O.T.: \_\_\_\_\_  
STATUS: \_\_\_\_\_

NOTES:	
10 cm	
20 cm	white sand
30 cm	
40 cm	No Artifacts
50 cm	
60 cm	
70 cm	
80 cm	
90 cm	170 table
100 cm	

SHOVEL TEST NO.: 6  
DISTANCE FROM B.O.T.: \_\_\_\_\_  
STATUS: \_\_\_\_\_

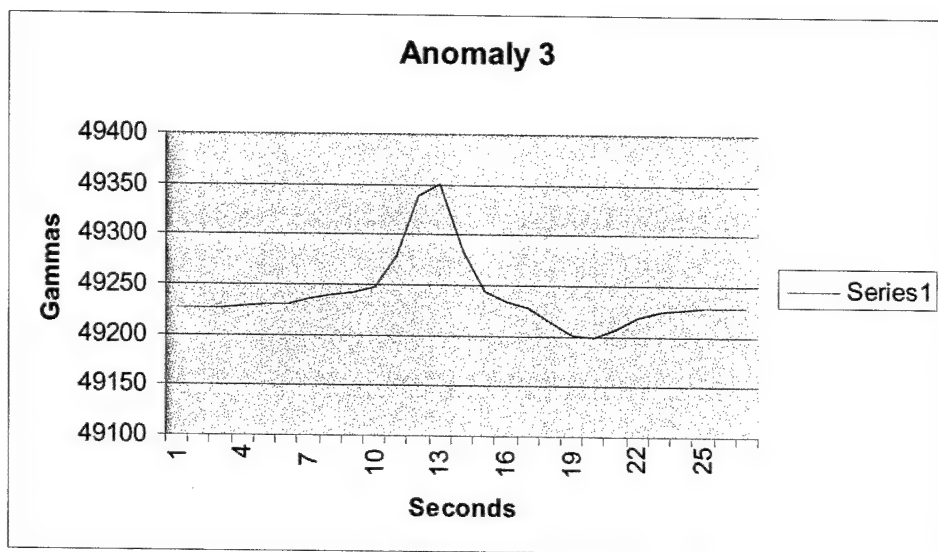
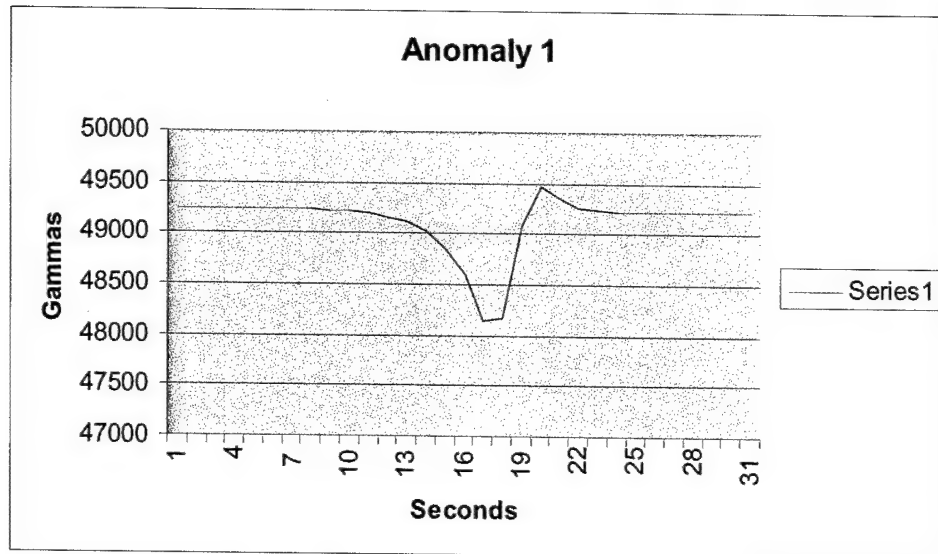
NOTES:	
10 cm	white sand
20 cm	No Artifacts
30 cm	cultural layer
36 cm	coal / clinker
40 cm	sandy - loamy
50 cm	<del>white</del> white sterile sand
60 cm	
70 cm	
80 cm	
90 cm	90 cm
100 cm	

SHOVEL TEST NO.: 8  
DISTANCE FROM B.O.T.: \_\_\_\_\_  
STATUS: \_\_\_\_\_

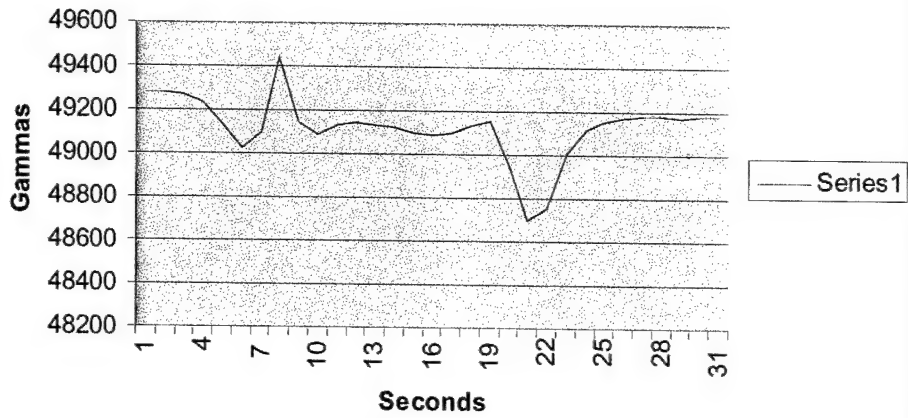
NOTES:	
10 cm	
20 cm	
30 cm	
40 cm	
50 cm	
60 cm	
70 cm	
80 cm	
90 cm	
100 cm	

ADDITIONAL COMMENTS / OBSERVATIONS:

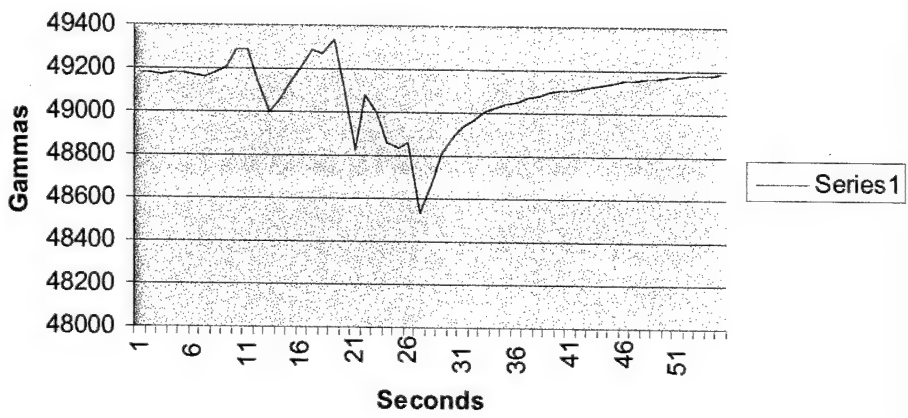
**APPENDIX C**  
**GRAPHS OF REPORTED ANOMALIES**  
**TO BE IMPACTED BY SHEETPILE PLACEMENT**



**Anomaly 9**



**Anomaly 13**





**APPENDIX D**  
**FLORIDA STATE SITE FORMS**



STATE OF FLORIDA  
DEPARTMENT OF STATE  
Division of Archives, History  
and Records Management  
AH6E00408-84

# FLORIDA MASTER SITE FILE

## ARCHAEOLOGICAL SITE FORM

SURVEY #1709

V P  
CL MST  
L



Original



Update

SITE NUMBER 8SR740

COUNTY SANTA ROSA

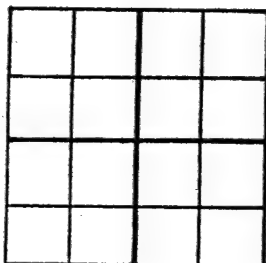
SITE NAME: DEADMAN'S ISLAND

USGS QUAD: GULF BREEZE

NOTE: Please attach an 8 1/2" x 11" copy of the appropriate portion of the above map, with site location indicated.

TOWNSHIP/RANGE/SECTION:

Township	Range	Section
3S	29W	6



NOTE: The figure to the left represents a regular section (1 square mile); please indicate the location of your site by placing an X in the appropriate portion of the section.

If the section is irregular or part of a land grant, please check below and disregard above instructions.

☒ Irregular section

☐ Land grant

(name)

UTM COORDINATES:

Zone

/

Easting

/

Northing

NOTE: If you are unfamiliar with calculating UTM measurements, leave blank.

FRESH WATER SOURCE

DISTANCE TO WATER bay front

LOCAL VEGETATION marsh, scrub oak, dune vegetation

TOPOGRAPHICAL SETTING

PRESENT LAND USE wild life sanctuary

LOCAL INFORMANT (inc. private collections)

ADDRESS

LOCAL INFORMANT (inc. private collections)

ADDRESS

SURVEY DATE April 88 / AUGUST 88 OTHER MASTER SITE FILE NUMBERS 4490

RECORDER(S) (list principal investigator first) J. BENSE, D. JOY

ADDRESS UWF

PROJECT NAME DEADMAN'S ISLAND PROJECT

TYPE OF SITE (check one or more as appropriate):

☐ indeterminate

☐ mound(s)

☒ historic refuse

☐ unknown

☐ burial mound(s)

☐ historic earthworks

☐ single artifact

☐ platform/temple mound(s)

☐ shell ring

☒ artifact scatter

☐ canal

☐ redeposited

☐ lithic scatter

☐ canoe

☐ house/homestead

☐ midden(s)

☐ prehistoric earthworks

☐ military

☐ shell midden(s)

☐ prehistoric cemetery

☐ historic cemetery

☐ shell works

☐ mission

☐

NATIONAL REGISTER: ☐ Listed ☐ Date ☐ Determined Eligible ☐ Date ☐ Determined Not Eligible ☐ Date ☐ Unaccessed

SR 740

## THREATS TO SITE:

- ☐ zoning  
☐ development  
☐ deterioration  
☐ borrowing

- ☐ transportation  
☐ fill  
☐ dredge  
☐ logging

- ☒ vandalism  
☐ phosphate mining  
☐ agriculture/plowing  
☒ recreation

☐ \_\_\_\_\_

## REMARKS:

- ☒ preservation recommended  
☐ severely disturbed/destroyed

- ☐ recommended for further testing  
☐ \_\_\_\_\_

REPOSITORY UWF

BIBLIOGRAPHIC DATA \_\_\_\_\_

NOTE: Cite any reports referring specifically to this site. General background material need not be cited. Use  
*Florida Anthropologist* format.

CULTURAL CLASSIFICATION ABORIGINAL + HISTORICCULTURAL PERIOD MISSISSIPPIAN, BRITISH, SPANISH, AMERICAN

ARTIFACTS (Check as many as apply):

- ☒ aboriginal ceramics  
☒ nonaboriginal ceramics  
☐ lithics  
☐ worked bone  
☐ human bone/burial(s)  
☐ animal bone/unidentified bone  
☐ shell food remains

- ☐ worked shell  
☐ plant remains  
☒ wood  
☒ metal  
☐ precious metal/coin(s)  
☒ glass  
☐ \_\_\_\_\_

- ☒ brick/bldg materials  
☐ other human remains (e.g., hair)  
☐ leather  
☐ pollen  
☐ misc. historic (please list)  
☐ misc. prehistoric (please list)  
☐ \_\_\_\_\_

DIAGNOSTIC ARTIFACTS MOUNDVILLE INCISED, MAYOLICA, DELFT,  
WHITEWARE, PEARLWARE

SITE SIZE (approx acreage) \_\_\_\_\_

SITE SIZE (est in sq meters) \_\_\_\_\_

DEPTH OF CULTURAL DEPOSIT  
(if known) \_\_\_\_\_

## ELEVATION

Meters		Feet	
Max	<u>5</u>	Max	_____
Min	<u>0</u>	Min	_____

## SITE DISTURBANCES

- ☐ bioturbation  
☒ erosion  
☐ mining/borrow pit  
☐ agricultural  
☐ residential/commercial

- ☐ dredging/ditching  
☒ site looting  
☐ forest preparation or harvesting  
☐ fill  
☐ \_\_\_\_\_

- ☐ previous archaeological excavations

☐ \_\_\_\_\_  
☐ \_\_\_\_\_  
☐ \_\_\_\_\_  
☐ \_\_\_\_\_

## DEGREE OF SITE DESTRUCTION

- ☒ relatively undisturbed  
☐ moderate  
☐ minor  
☐ major

## COLLECTION STRATEGY

- ☐ general ☒ selective  
☐ controlled ☐ \_\_\_\_\_

## TYPE OF INVESTIGATION

- ☒ surface collection  
☒ shovel test  
☐ extensive excavation  
☐ test excavation

- ☒ auger test  
☐ coring  
☐ remote sensing  
☐ none

- ☐ unknown  
☐ \_\_\_\_\_  
☐ \_\_\_\_\_  
☐ \_\_\_\_\_

OPTIONAL NARRATIVE DESCRIPTION (If there is no published report, provide a short description of the site on a separate sheet.)

OPTIONAL PHOTOGRAPHS OR SKETCHES OF DIAGNOSTIC OR UNIQUE ARTIFACTS (Please attach separate sheet(s).)

FORM PREPARED BY DEBORAH JOYADDRESS UWF, PENSACOLADATE 10-7-88AFFILIATION (FAS chapter, government agency, etc.): PENSACOLA ARCHAEOLOGICAL SOCIETY

# STATE OF FLORIDA

'81

3544 1 NW  
(PENSACOLA)

PENSACOLA (P.O.) 4.5 MI.

10'

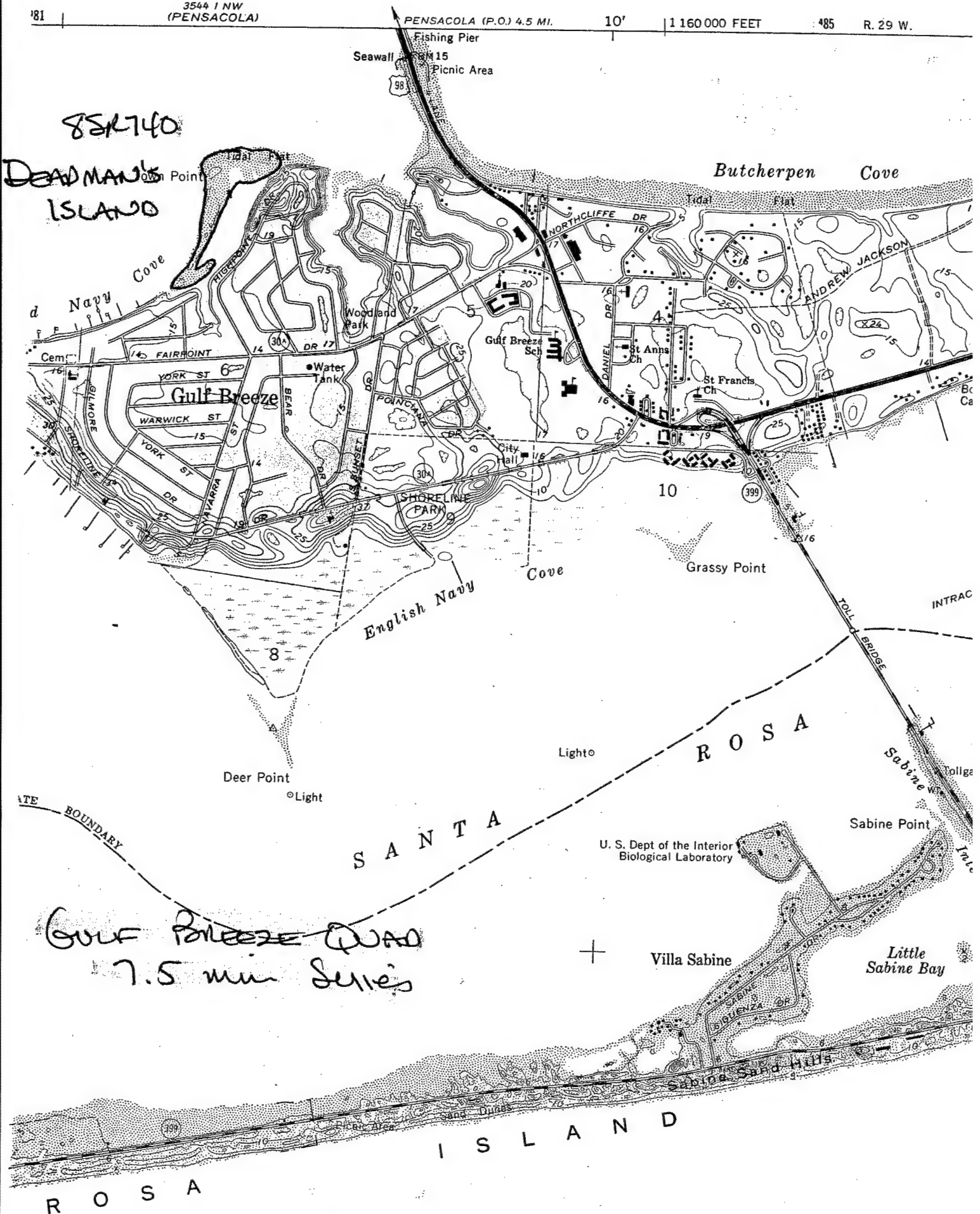
1 160 000 FEET

485

R. 29 W.

85K740

DEAD MAN'S ISLAND



**SHIPWRECK FORM**  
**FLORIDA MASTER SITE FILE**  
 Version 1.0 7/92

6653

Site #8 SR782  
 Recorder #  
 Field Date 07/01/00  
 Form Date 10/04/01

☐ Original  
☒ Update

**IDENTIFICATION & LOCATION**

SITE NAME(S) Deadman's Shipwreck.  
 VESSEL NAME \_\_\_\_\_ [MULT. LIST. #8 \_\_\_\_\_]  
 PROJECT NAME Pensacola Underwater Archaeological Survey. \_\_\_\_\_ [DHR SURVEY \_\_\_\_\_]  
 COUNTY (nearest if offshore) Santa Rosa.  
 MARINE CHART (Required if marine) Pensacola Bay and Approaches.  
 USGS 7.5' TOPOGRAPHIC MAP (Required if inshore marine or inland waterway) Gulf Breeze, FLA.  
 LORAN LOCATION (LOPS) | | | | | . | | + | | | | | . | |  
 LATITUDE d \_\_\_\_ m \_\_\_\_ s LONGITUDE d \_\_\_\_ m \_\_\_\_ s  
 [UTM COORDINATES: Zone 16/17 Easting | 4 | 8 | 1 | 9 | 4 | 0 | Northing | 3 | 3 | 5 | 9 | 2 | 0 | 0 | ]  
 WATER BODY Major Pensacola Bay. Minor Old Navy Cove.  
 STATE OR FEDERAL GRANT/PERMIT IF ANY: \_\_\_\_ none (Give agency, permit type and number) DHR# S0109.

**SITE DESCRIPTION**

SITE SIZE Largest dimension \_\_\_\_ ft/m \_\_\_\_ direction X Cross dimension \_\_\_\_ ft/m \_\_\_\_ direction  
 ELEVATION (BWL/AWL=below/above water level): HIGH 2 \_\_\_\_ ft/m TO LOW 1 \_\_\_\_ ft/m  
 SITE SITUATION \_\_\_\_ offshore \_\_\_\_ inland bay \_\_\_\_ river \_\_\_\_ estuary \_\_\_\_ lake Other \_\_\_\_  
 BOTTOM ENVIRONMENT Sand.

SITE DESCRIPTION A few floor timbers were found to be exposed in October of 2000, otherwise the site is shallowly buried in sand.

DEGREE AND NATURE OF DISTURBANCES AND THREATS A 6-foot tall berm of sand has been deposited on the shore at the water's edge, which was not there a year previous to this visit. The effect of the new sand on the site is unknown.

**WRECK DESCRIPTION**

MAGNETIC AXIS (Bow) \_\_\_\_\_  
 VESSEL TYPE: \_\_\_\_ canoe \_\_\_\_ boat \_\_\_\_ sailing ship \_\_\_\_ steamship \_\_\_\_ barge \_\_\_\_ freighter  
 Other: \_\_\_\_\_  
 VESSEL SIZE Length \_\_\_\_ Vessel \_\_\_\_ Tonnage \_\_\_\_  
 HULL MATERIAL: \_\_\_\_ iron X \_\_\_\_ wood \_\_\_\_ composite \_\_\_\_ steel Other \_\_\_\_  
 MACHINERY: X \_\_\_\_ none \_\_\_\_ engine \_\_\_\_ boiler \_\_\_\_ pump \_\_\_\_ propeller  
 Other: \_\_\_\_\_

**HISTORICAL INFORMATION**

DATE SUNK: \_\_\_\_ circa/exact CAUSE OF SINKING \_\_\_\_  
 NATIONALITY \_\_\_\_  
 DATE OF CONSTRUCTION: \_\_\_\_ circa/exact PLACE OF CONSTRUCTION \_\_\_\_  
 MAJOR OVERHAULS/REFITS (give dates) \_\_\_\_  
 PAST SALVAGE (Dates, type of work, identity of salvors, success, effect on wreck as seen today) \_\_\_\_

**MOST SHIPWRECKS ARE PROTECTED BY LAW**

Shipwrecks and archaeological sites are protected by law if they are located on federal or state owned lands, or state-sovereignty submerged lands. Written permission is required to disturb such sites or to remove artifacts from them. If you are interested in exploring shipwreck sites or collecting from them, contact the Bureau of Archaeological Research, Division of Historical Resources at the address below.

**SHIPWRECK FORM**  
**Florida Bureau of Archaeological Research**

Site #8 SR782

**FIELD METHODS** (Check as many as apply)

**SITE DETECTION**

☐ no field check    ☐ magnetometer    ☐ aerial photo  
☒ literature search    ☐ side-scan sonar    \_\_\_\_\_  
☐ informant report    ☐ bottom profiler    \_\_\_\_\_  
Other information on methods \_\_\_\_\_

**SITE EXCAVATION**

☐ unknown    ☐ air lift    ☐ dredging  
☐ none by recorder    ☐ water jet  
☒ hand excavation    ☐ deflectors

**COLLECTION STRATEGY:** ☐ unknown    ☐ uncollected by recorder    Explain One timber removed for experiment.  
**SELECTIVITY** ☐ unselective (all artifacts)    ☒ selective (some artifacts)    Explain \_\_\_\_\_  
**CONTROL OF COLLECTION** ☐ general (not by subarea)    ☒ controlled (by subarea)    Explain \_\_\_\_\_

**ARTIFACTS**

**CARGO ARTIFACTS** \_\_\_\_\_

**SHIP ARTIFACTS** One ceiling plank was removed for an experiment in conservation techniques. \_\_\_\_\_

**ARTIFACTS REMOVED** (attach list if needed) One ceiling plank was removed for an experiment in conservation techniques. \_\_\_\_\_

**ARTIFACTS SEEN OR COLLECTED** ☐ unknown    Explain \_\_\_\_\_  
☐ ceramic-aboriginal    ☐ encrusted objects    ☐ nonprecious metal    ☐ ballast-type  
☐ glass    ☐ ceramic-nonaborig    ☐ precious metal/coin

**SURVEYOR'S EVALUATION OF SITE**

Potentially elig. for local designation?	<input type="checkbox"/> yes <input type="checkbox"/> no	<input checked="" type="checkbox"/> Xinsuff. info	Local Designation Category _____
Individually elig. for Nat. Register?	<input type="checkbox"/> yes <input type="checkbox"/> no	<input checked="" type="checkbox"/> Xinsuff. info	
Potential contributor to NR district?	<input type="checkbox"/> yes <input type="checkbox"/> no	<input checked="" type="checkbox"/> Xinsuff. info	

**HISTORICAL THEMES:** ☐ military    ☐ economic    ☒ technological  
Other \_\_\_\_\_

**THREATS TO SITE** Extremely shallow water and close to a shoreline that is receding. \_\_\_\_\_

**PROTECTIONS FOR SITE** \_\_\_\_\_

**RECOMMENDATIONS FOR SITE** Complete site documentation and interpretation. Assess possibility of creating an interpretive site for snorkelers and beach combers. \_\_\_\_\_

**OTHER REFERENCES**

**SITE REPORTER** (name/affiliation/address/phone) J. COZ Cozzi, Nautical Archaeologist, 11000 University Parkway, Pensacola, FL, 32514-5751, 850/474-3015.

**SITE INFORMANT** (name/affiliation/address/phone) \_\_\_\_\_

**MANUSCRIPTS OR PUBLICATIONS ON THE SITE** \_\_\_\_\_

**PRESENT LOCATIONS OF ARTIFACTS/ID NOS.** (attach list if needed) Ceiling plank was sent to Ships of Discovery in Corpus Christi, Texas. \_\_\_\_\_

**SITE PHOTOS & LOCATION** \_\_\_\_\_

**SITE FILMS/VIDEOS & LOCATION** \_\_\_\_\_

**FURTHER INFORMATION** Attach extra sheets as needed

<b>DHR USE ONLY</b>	<b>OFFICIAL EVALUATIONS</b>				<b>DHR USE ONLY</b>	
<b>NR DATE</b> ____/____/____	<b>KEEPER-NR ELIGIBILITY*</b>	y	n	pe	ii	Date ____/____/____
<b>DELIST DATE</b> ____/____/____	<b>SHPO-NR ELIGIBILITY*</b>	y	n	pe	ii	Date ____/____/____
	<b>LOCAL DESIGNATION*</b>					Date ____/____/____
	<b>Local office</b>					

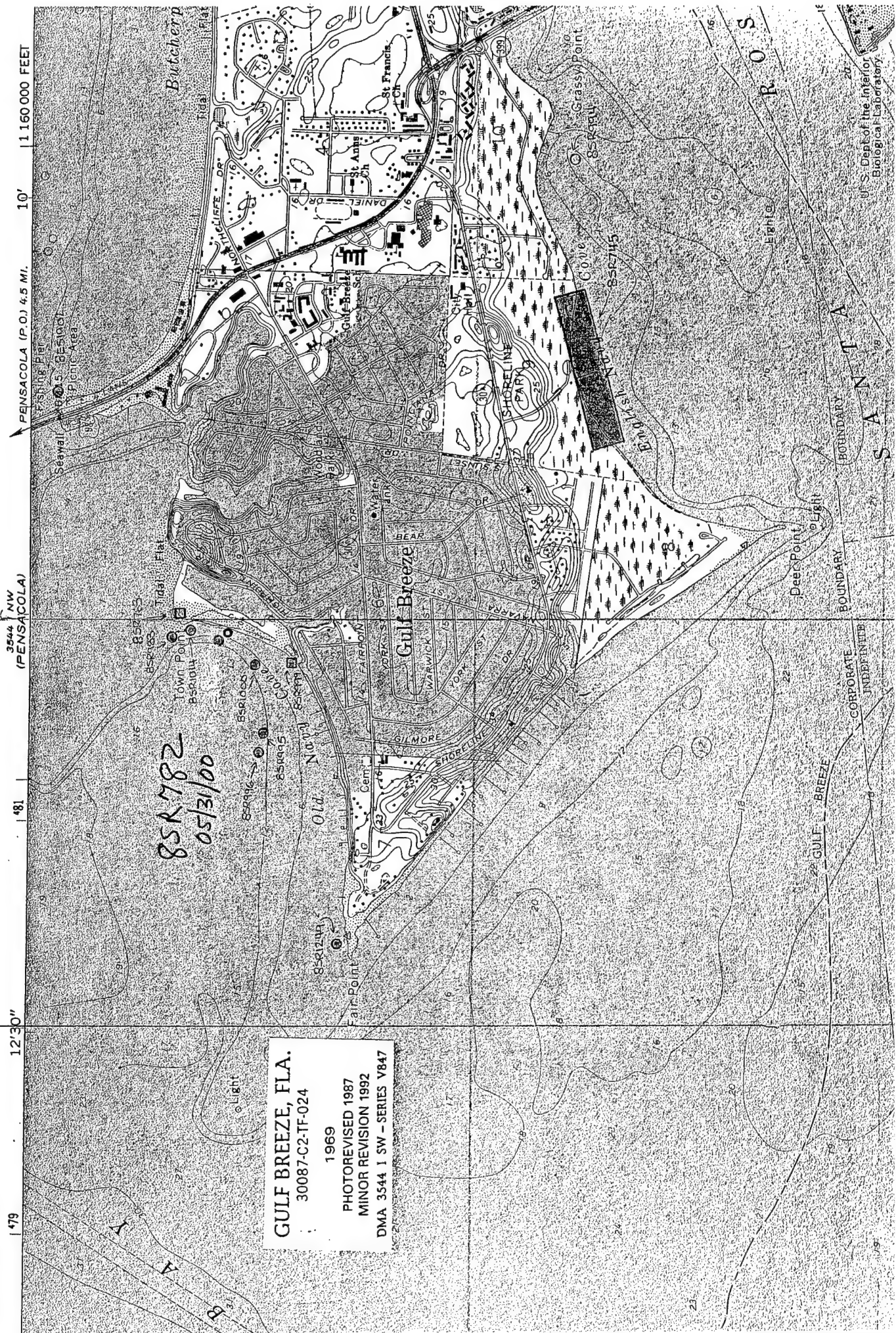
\* y=Yes; n=No; pe=Potentially Eligible; ii=Insufficient Information

**REQUIRED: MARINE CHART (OFFSHORE) OR USGS MAP (INSHORE OR INLAND WATERWAY) WITH SITE LOCATION PINPOINTED**



SQUARES DENOTE LOCATIONS OF MARINE RAILWAYS  
RECTANGLE DENOTES LOCATION OF WHARF

# EARLY AMERICAN



U. S. Dept. of the Interior  
Biological Laboratory



Original



Update

✓  
U P T  
HST L

# Florida Master Site File / UNDERWATER ARCHAEOLOGICAL SITE FORM

SITE NUMBER 8SR782

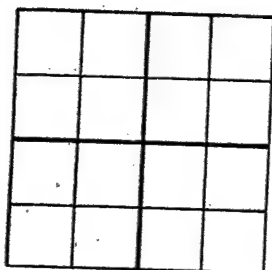
SITE NAME 18th CENTURY BRITISH WRECK

USGS 7.5 MINUTE QUAD GULF BREEZE

NOTE: Please attach an 8.5" X 11" copy of the appropriate portion of the above map, with site location indicated. (Deadman's Island Wreck)

TOWNSHIP/RANGE/SECTION:

Township	Range	Section
<u>35</u>	<u>29W</u>	<u>6</u>



NOTE: The figure to the left represents a regular section (1 square mile); please indicate the location of your site by placing an X in the appropriate portion of the section.

If the section is irregular or part of a land grant, please check below and disregard above instructions.

☐ Irregular section

☐ Land grant

UTM COORDINATES:

Zone

/

Easting

/

Northing

(name)

NOTE: If you are unfamiliar with calculating UTM measurements, leave blank.

LATITUDE: \_\_\_\_\_

LONGITUDE: \_\_\_\_\_

SITE SITUATION: (check one)

☐ inland ☐ estuary

☒ offshore

UNDERWATER ENVIRONMENT: (check one)

☒ high energy marine

☐ low energy marine

☐ lake or ponds

☐ river, stream or creek

☐ cavernous sink

☐ cavernous spring

☐ intermittently flooded lands with a flowing water environment

☐ intermittently flooded lands with a still water environment

SEDIMENT:

☐ clay ☐ silt

☒ sand

☐ peat

☐ marine growth

☐ rock

LOCAL INFORMANT (inc. private collections) BORDELON

ADDRESS 400 OLD NAVY COVE BLVD, GULF BREEZE FL 32561

LOCAL INFORMANT (inc. private collections) WAYNE FARRIOR

ADDRESS 84 HIGHTOWER DRIVE, GULF BREEZE, FL 32561

SURVEY DATES 8/19-21/88 OTHER MASTER SITE FILE NUMBERS 14901781

REORDER(S) (list principal investigator first) J. BENSE

ROGER SMITH, K.C. SMITH, D. JOY

ADDRESS UNIV OF WEST FLORIDA, PENSACOLA, FL 32514

PROJECT NAME DEADMAN'S ISLAND PROJECT

TOPOGRAPHICAL SETTING

TYPE OF SITE (check one or more as appropriate):

☐ indeterminate

☐ mound(s)

☐ prehistoric cemetery

☐ unknown

☐ burial mound(s)

☐ prehistoric vessel

☐ single artifact

☐ platform/temple

☐ prehistoric refuse

☐ artifact scatter

☐ mound(s)

☐ historic earthworks

☐ lithic scatter

☐ canal

☐ shell ring

☐ midden(s)

☐ mission

☐ redeposited

☐ shell midden(s)

☐ prehistoric

☐ inundated terrestrial

☐ shell works

☐ earthworks

☐ historic refuse

☒ historic

☐ wharves, docks,

☐ well

☐ shipwreck

☐ piers

☐ bridges (also covered

☐ stone wall

☐ shrine

bridges)

## THREATS TO SITE:

<input type="checkbox"/> zoning	<input type="checkbox"/> transportation	<input checked="" type="checkbox"/> vandalism
<input type="checkbox"/> development	<input type="checkbox"/> fill	<input type="checkbox"/> phosphate mining
<input checked="" type="checkbox"/> deterioration	<input type="checkbox"/> dredge	<input type="checkbox"/> agriculture/plowing
<input type="checkbox"/> borrowing	<input type="checkbox"/> logging	<input type="checkbox"/> _____

## REMARKS:

☐ preservation recommended ☒ recommended for further testing  
☒ severely disturbed/destroyed ☐ \_\_\_\_\_

REPOSITORY UNIVERSITY OF WEST FLORIDA

BIBLIOGRAPHIC DATA \_\_\_\_\_

NOTE: Cite any reports referring specifically to this site.

General background material need not be cited. Use

Florida Anthropologist format.

CULTURAL CLASSIFICATION HISTORICCULTURAL PERIOD COLONIAL - BRITISH

CULTURAL MATERIAL (Check as many as apply):

<input type="checkbox"/> aboriginal ceramics	<input checked="" type="checkbox"/> wood	<input type="checkbox"/> exotic items (mica, etc)
<input checked="" type="checkbox"/> nonaboriginal ceramics	<input checked="" type="checkbox"/> metal	<input type="checkbox"/> petroglyphs
<input type="checkbox"/> lithics	<input type="checkbox"/> precious metal/	<input type="checkbox"/> textile(s)
<input type="checkbox"/> worked bone	coin(s)	<input type="checkbox"/> misc/prehistoric
<input type="checkbox"/> human bone/burial(s)	<input checked="" type="checkbox"/> glass	<input checked="" type="checkbox"/> misc/historic
<input type="checkbox"/> animal bone/	<input type="checkbox"/> brick/bldg	<input type="checkbox"/> trade bead(s)
unidentified bone	materials	<input checked="" type="checkbox"/> ballast
<input type="checkbox"/> shell food remains	<input type="checkbox"/> other human	<input type="checkbox"/> fossil
<input type="checkbox"/> worked shell	remains	<input type="checkbox"/> _____
<input type="checkbox"/> plant remains	(e.g., hair)	<input type="checkbox"/> _____

DIAGNOSTIC ARTIFACTS APPLIED STRIPS BOTTLE FINISHBRITISH MILITARY BUTTON, BLACK LEAD GLAZED REDWARESITE SIZE (approx acreage) 0.1 ELEVATION \_\_\_\_\_SITE SIZE (est in sq meters) 600

DEPTH OF CULTURAL DEPOSIT \_\_\_\_\_

(if known)

DEGREE OF SITE DESTRUCTION

<input type="checkbox"/> relatively undisturbed	<input type="checkbox"/> minor
<input checked="" type="checkbox"/> moderate	<input type="checkbox"/> major

SITE DISTURBANCES

<input type="checkbox"/> bioturbation	<input type="checkbox"/> dredging/ditching	<input type="checkbox"/> previous
<input checked="" type="checkbox"/> erosion	<input checked="" type="checkbox"/> site looting	archaeological
<input type="checkbox"/> mining/borrow pit	<input type="checkbox"/> forest preparation	excavations
<input type="checkbox"/> agricultural	or harvesting	<input type="checkbox"/> _____
<input type="checkbox"/> residential/	<input type="checkbox"/> fill	<input type="checkbox"/> _____
commercial		<input type="checkbox"/> _____

COLLECTION STRATEGY

☒ general ☐ selective ☐ controlled ☐ unknown ☐ \_\_\_\_\_

TYPE OF INVESTIGATION

<input checked="" type="checkbox"/> surface collection	<input type="checkbox"/> auger test	<input type="checkbox"/> unknown
<input type="checkbox"/> shovel test	<input type="checkbox"/> coring	<input type="checkbox"/> prop wash deflectors
<input type="checkbox"/> extensive excavation	<input type="checkbox"/> remote sensing	<input type="checkbox"/> airlift
<input checked="" type="checkbox"/> test excavation	<input type="checkbox"/> none	<input type="checkbox"/> waterlift
<input type="checkbox"/> water probe	<input type="checkbox"/> _____	<input checked="" type="checkbox"/> hand jamming

OPTIONAL NARRATIVE DESCRIPTION (If there is no published report, provide a short description of the site on a separate sheet)

OPTIONAL PHOTOGRAPHS OR SKETCHES OF DIAGNOSTIC OR UNIQUE ARTIFACTS (Please attach separate sheet(s))

FORM PREPARED BY DEBORAH JOYADDRESS UNIV OF WEST FLORIDADATE OCT 7, 1988



STATE OF FLORIDA

81

3544 1 NW  
(PENSACOLA)

PENSACOLA (P.O.) 4.5 MI.

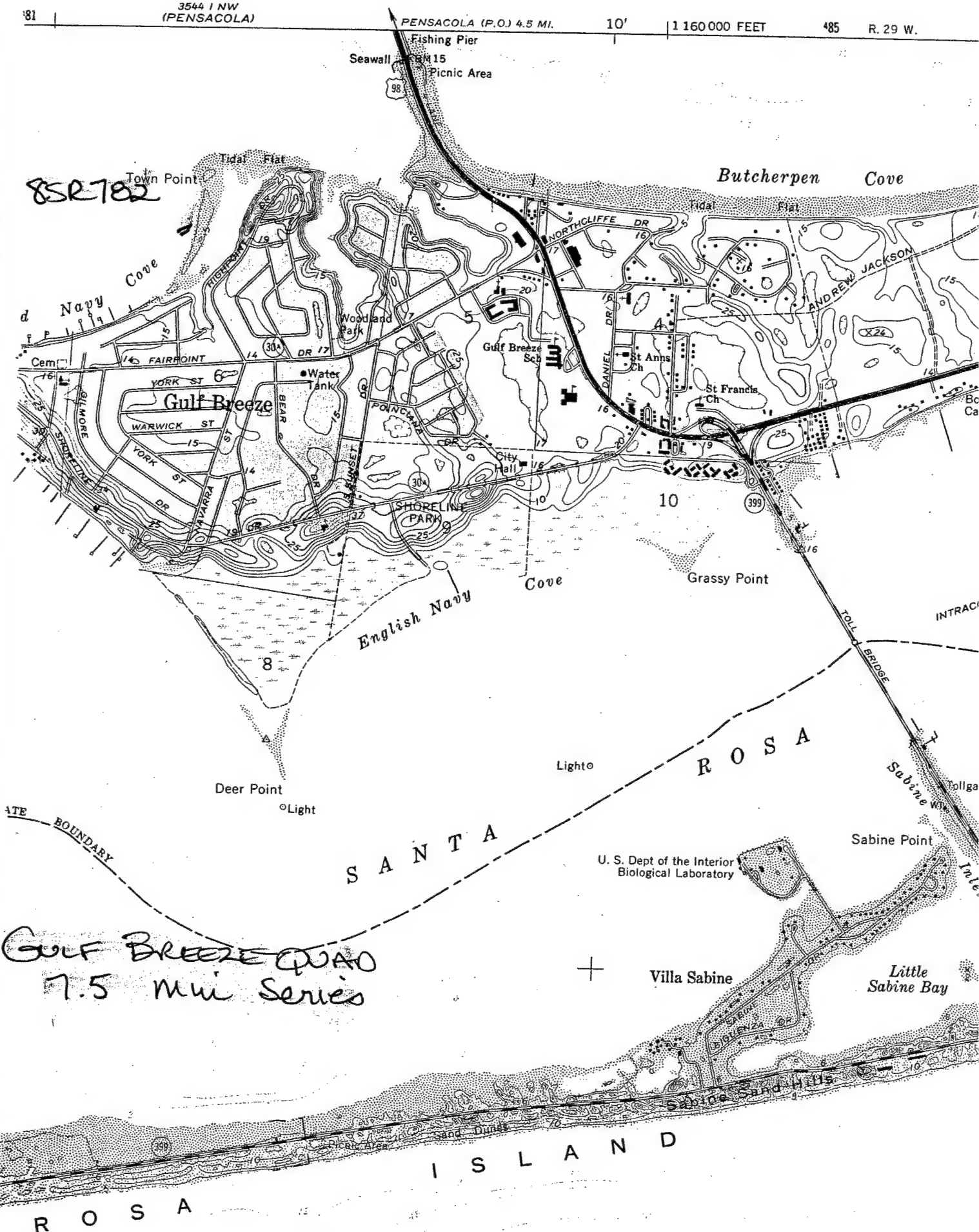
10'

1 160 000 FEET

485

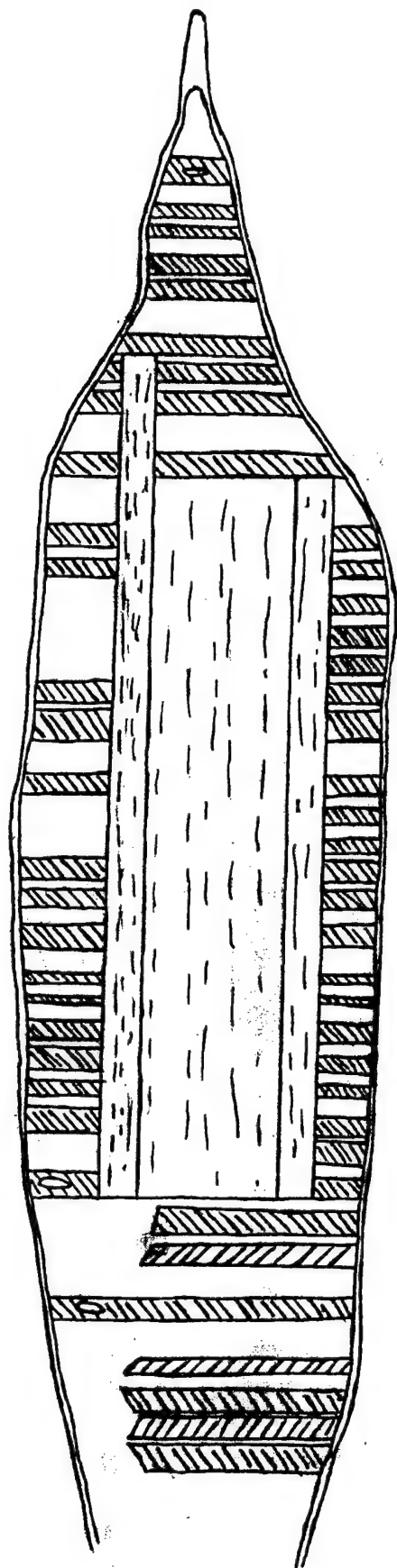
R. 29 W.

8SR782





1m



85N2782  
18th Century British Whet  
21 Aug 88

SR 782

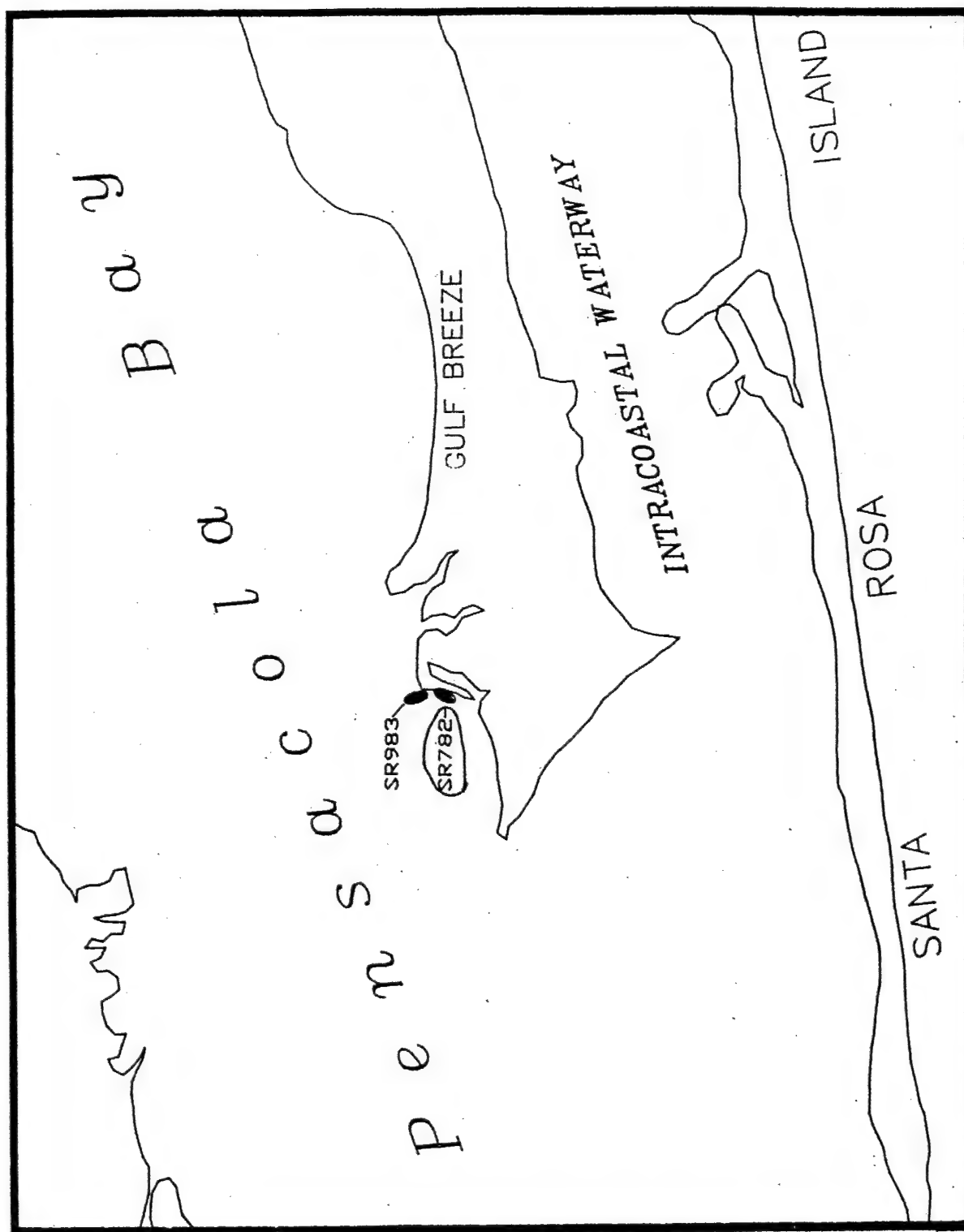


Figure 8.1. Location Map of British Period Sites, 1763-1783.



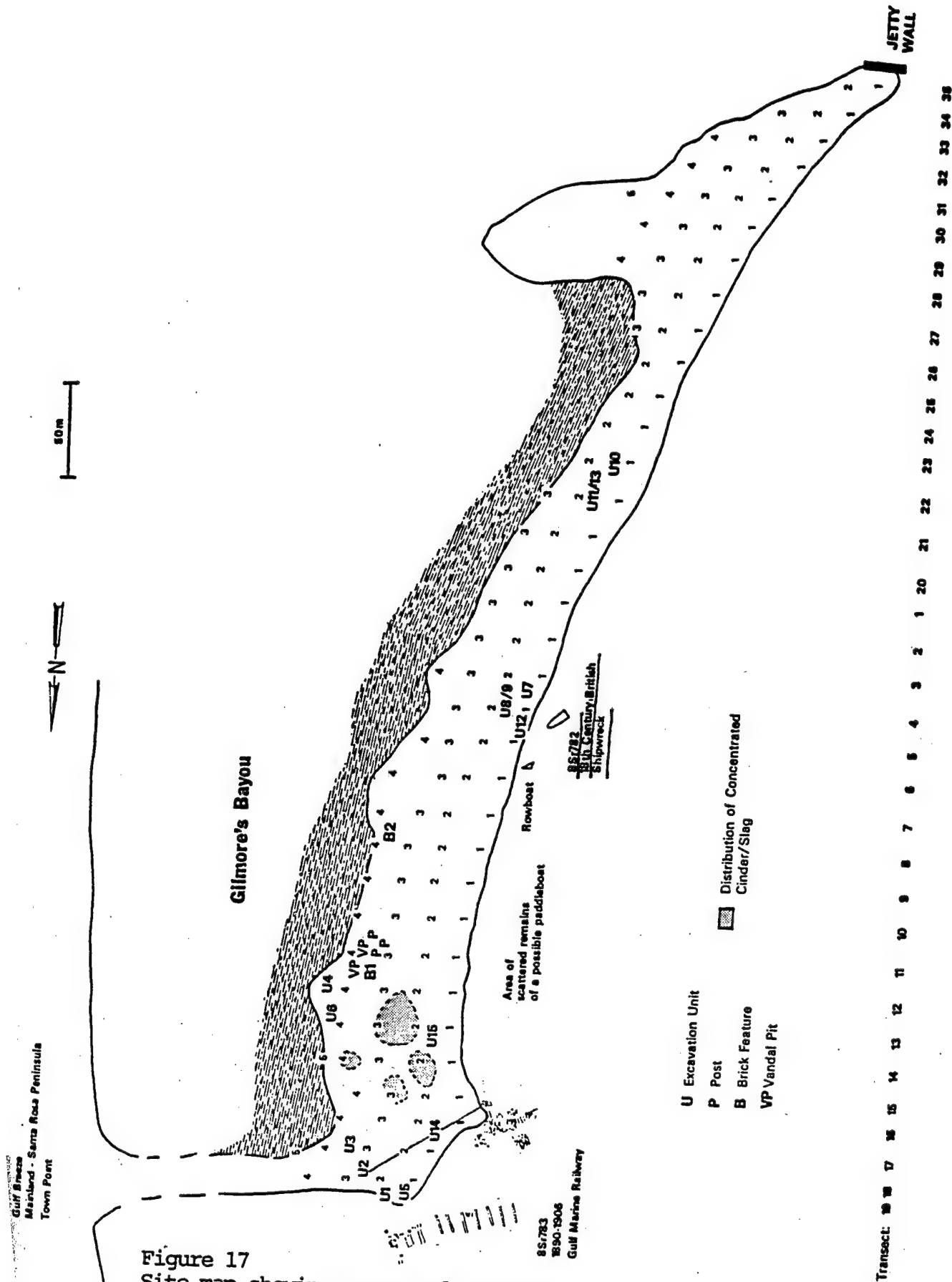


Figure 17  
Site map showing auger and excavation units, structural features, areas of cinder/slag distribution on the land surface, the location of the Deadman's Island Shipwreck (8SR782), and the underwater features of the 1890-1906 Gulf Marine Railway (8SR783).

☒ Original  
☐ update

# ARCHAEOLOGICAL SITE FORM FLORIDA MASTER SITE FILE

Version 1.1: 11/88

Site #8 SR783

Recorder #

Field Date

SITE NAME(S) Gulf Marine RailwayPROJECT NAME Deadman's Island SurveyOWNERSHIP private-profit priv-nonprof priv-indiv priv-unsp

DHR#

USGS MAP NAME Gulf Breeze, FLCITY Gulf Breeze COUNTY Santa Rosa STATE FL FEDERALUTM: ZONE 16 / 17EASTING 14/819670NORTHING 13/359500COUNTY Santa RosaTWP 3SRANGE 29WSECTION 6

(Optional)

LATITUDE d

m

s

LONGITUDE d

m

s

ADDRESS (VICINITY OF) ROUTE TO .5 mile west of Hwy. 98 on the shoreline of Pensacola Bay.

TYPE OF SITE (All that apply) prehist unspecified hist aboriginal hist nonaboriginal hist unspecified

## SETTING

land-sitewetland freshwetland salt/tidalunderwater

OTHER

## STRUCTURES OR FEATURES

aboriginal boatagric/farm bldgburial moundbuilding remainscemetery/gravedump/refuseearthworksfortmiddenmill unspecifiedmissionmound unspcificplantationplatform moundroad segmentshell middenshell moundshipwrecksubsurface featureswellwharf/dock

## FUNCTION

none specifiedcampsiteextractive sitehabitatn/homesteadfarmsteadvillage/townquarry

## DENSITY

unknownsingle artifactdiffuse scatterdense scatter > 2/m<sup>2</sup>variable density

## HISTORIC CONTEXTS (All that apply)

unknown cultureaboriginal unspcifichist unspecified

## ABORIGINAL:

AlachuaArchaic unspc.Belle GladeBelle Glade IBelle Glade IIBelle Glade IIIBelle Glade IVCades PondDeptfordEarly ArchaicEarly Swift CreekEnglewoodFort WaltonGlades unspcificGlades IGlades IaGlades IbGlades IIGlades IIaGlades IIbGlades IIcGlades IIIGlades IIIaGlades IIIbGlades IIIcHickory PondLate ArchaicLate Swift CreekLeon-JeffersonManasotaMiddle ArchaicMount TaylorNorwoodOrangePaleo-IndianPensacolaPerico IslandSafety HarborSt. AugustineSt. Johns unspcificSt. Johns ISt. Johns IaSt. Johns IbSt. Johns IISt. Johns IIaSt. Johns IIbSt. Johns IIcSanta RosaSeminoleSwift CreekTransitionalWeeden IslandWeeden Island IWeeden Island IIprehistc-aceramicprehistc-ceramic

## NONABORIGINAL:

1st Spanish unsp1st Spn 1513-991st Spn 1600-991st Spn 1700-63Brit 1763-17832dSpn 1783-1821Amer Terr 1821-44Statehood 1845-60Civil War 1861-65Reconstr 1866-79XPostrecn 1880-97XSpWar 1898-1916WW I 1917-1920Boom 1921-1929Depress 1930-40WW II 1941-49Modern 1950-American 1821-American 1821-99American 1900-Afro-American

OTHER

## RECORDER'S EVALUATION OF SITE

Eligible for National Register?

yesnolikely, need informationXinsufficient information

Significant as part of district?

yesnolikely, need informationXinsufficient information

Significant at the local level?

yesnolikely, need informationXinsufficient information

SIGNIFICANCE STATEMENT FOR COMPUTER FILES (Limit to 3 lines here; attach full justification)

## DHR USE ONLY

DATE LISTED  
ON NAT REG.

KEEPER DETERMINATION OF ELIGIBILITY:

SHPO EVALUATION OF ELIGIBILITY:

LOCAL DETERMINATION OF ELIGIBILITY:

Local Office

## DHR USE ONLY

Yes

No

Date

Yes

No

Date

Yes

No

Date

## ARCHAEOLOGICAL SITE FORM

Division of Historical Resources, Florida Department of State

Site #8 SR783

## METHODS FOR SITE DETECTION

☐ no field check    ☒ exposed ground    ☐ screened shovel  
☒ literature search    ☐ posthole digger  
☒ informant report    ☐ auger--size: \_\_\_\_\_  
☐ remote sensing    ☐ unscreend shovel  
 Other/Remarks (#, size, depth, pattern of units; screen size) \_\_\_\_\_

## METHODS FOR SITE BOUNDARIES

☐ bounds unknown    ☐ remote sensing    ☐ unscreened shovel  
☐ none by recorder    ☒ insp exposed ground    ☐ screened shovel  
☐ literature search    ☐ posthole digger    ☐ block excavns  
☐ informant report    ☐ auger--size: \_\_\_\_\_    ☐ guess

## COLLECTION STRATEGY

☐ unknown    ☐ unselective (all artifacts)  
                   ☐ selective (some artifacts)  
☒ uncollected    ☐ general (not by subarea)  
                   ☐ controlled (by subarea)  
 Other (Strategy, Categories) \_\_\_\_\_

## ARTIFACT CATEGORIES

☐ unknown    ☐ daub    ☐ nonlocal-exotic    ☐ bone-unspec  
☐ lithics    ☐ brick/bldg matl    ☐ metal    ☐ unworked shell  
☐ ceramic-aborig    ☐ glass    ☐ bone-human    ☐ worked shell  
☐ ceramic-nonabo    ☐ prec metal/coin    ☐ bone-animal    ☐ subsurf feats

SITE EXTENT Size (m<sup>2</sup>) \_\_\_\_\_ Depth/Stratigraphy of Cultural Deposit \_\_\_\_\_

Perpendicular Dimensions \_\_\_\_\_ m \_\_\_\_\_ direction by \_\_\_\_\_ m \_\_\_\_\_ direction

SPACE COLLECTED Surface: #units \_\_\_\_\_, total area \_\_\_\_\_ m<sup>2</sup>. Excavation: #units \_\_\_\_\_, total vol \_\_\_\_\_ m<sup>3</sup>  
 TOTAL ARTIFACTS Count or Estimate? Surface # \_\_\_\_\_ Subsurface # \_\_\_\_\_

## DIAGNOSTICS (TYPE OR MODE &amp; FREQUENCY)

1 \_\_\_\_\_ N= \_\_\_\_\_ 4 \_\_\_\_\_ N= \_\_\_\_\_  
 2 \_\_\_\_\_ N= \_\_\_\_\_ 5 \_\_\_\_\_ N= \_\_\_\_\_  
 3 \_\_\_\_\_ N= \_\_\_\_\_ 6 \_\_\_\_\_ N= \_\_\_\_\_  
 7 \_\_\_\_\_ N= \_\_\_\_\_

Remarks \_\_\_\_\_

## TEMPORAL INTERPRETATION

Components: ☒ single    ☐ prob single    ☐ prob multiple    ☐ multiple    ☐ uncertain

Describe each occupation spatially. For each, estimate begin, end dates BP; basis; if absolute dates, give method, lab, id, date, range, etc.

ENVIRONMENT Nearest Fresh Water N/A Distance (m) N/A

Natural Community Coastal Lowlands

Local Vegetation \_\_\_\_\_

Topographic Setting Shoreline of Pensacola Bay

Present Land Use \_\_\_\_\_

SCS Soil Series \_\_\_\_\_

Soil Association \_\_\_\_\_

SITE INTEGRITY Overall Disturbance: ☐ none seen    ☐ minor    ☐ substantial    ☐ major    ☐ redeposited

Nature of Disturbances/Threats \_\_\_\_\_

## INFORMANT(S) Contact Information \_\_\_\_\_

## REPOSITORY Field Notes, Artifacts \_\_\_\_\_

Photographs (negative nos) \_\_\_\_\_

MANUSCRIPTS OR PUBLICATIONS ON THE SITE UWF, IWFA Report of Investigations #17.RECORDER(S): Name Deborah Joy

Date of Form \_\_\_\_\_

Affiliation/Address/Phone \_\_\_\_\_

RECOMMENDATIONS FOR SITE None Offered.

NARRATIVE DESCRIPTION: Attach information on site discovery, history, current integrity, apparent threats, environment, and your temporal and functional interpretations.

DISCUSSION OF SIGNIFICANCE: Attach justification for recorder's evaluation (Page 1).

REQUIRED: USGS MAP 2 COPY WIT SITE LOCATION MARKED

LOGY  
LOVE

SR 783

STATE OF FLORIDA

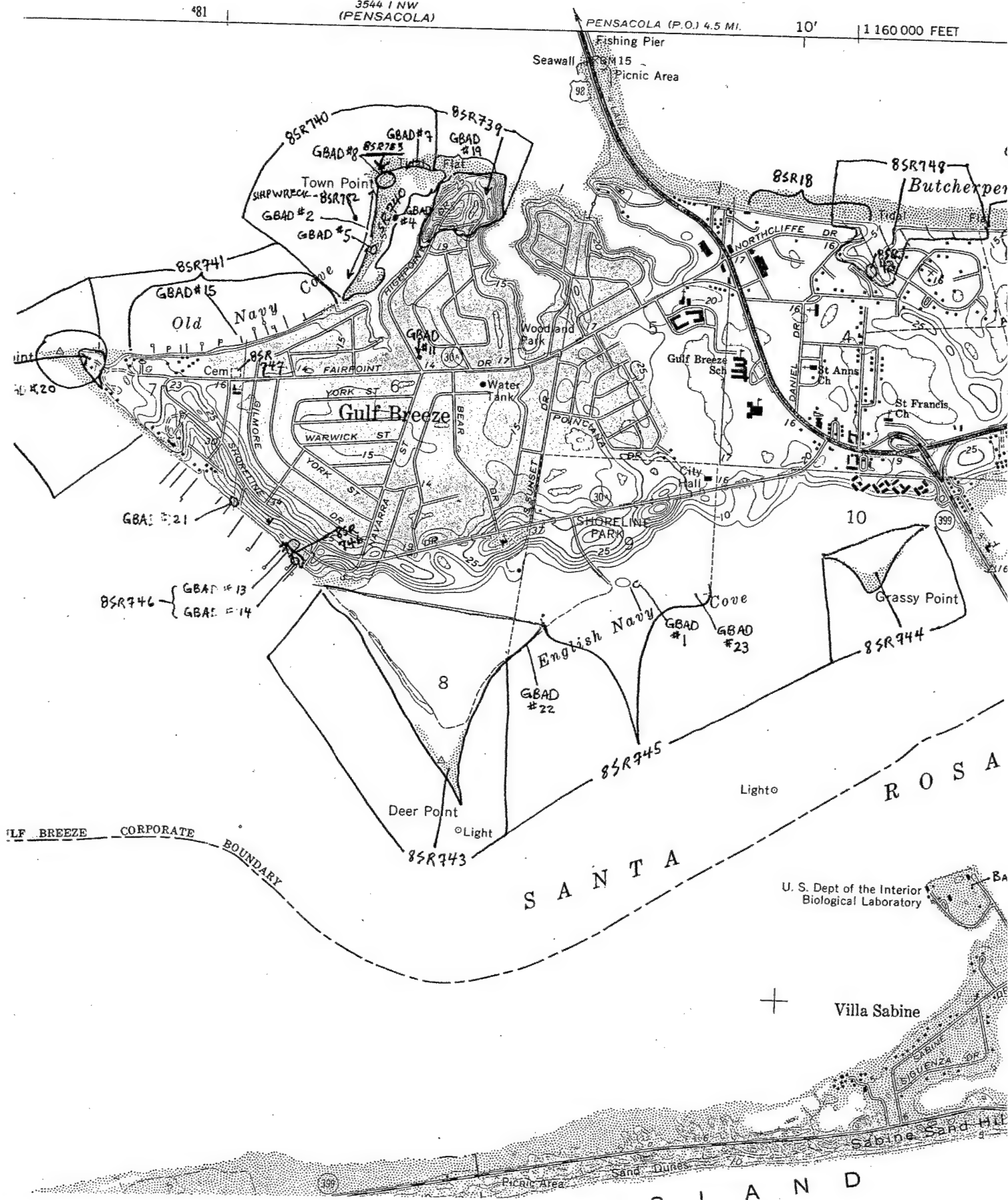
481

3544 1 NW  
(PENSACOLA)

PENSACOLA (P.O.) 4.5 MI.

10'

1 160 000 FEET



☒ Original ☐ Update

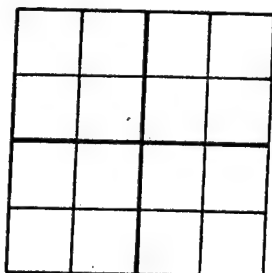
# Florida Master Site File / UNDERWATER ARCHAEOLOGICAL SITE FORM

SITE NUMBER SR 983 ~~SR 702~~ SITE NAME TOWN POINT  
USGS 7.5 MINUTE QUAD SR983

NOTE: Please attach an 8.5" X 11" copy of the appropriate portion  
of the above map, with site location indicated.

TOWNSHIP/RANGE/SECTION:

Township	Range	Section



NOTE: The figure to the left represents a regular section (1 square  
mile); please indicate the location of your site by placing an X  
in the appropriate portion of the section.

If the section is irregular or part of a land grant, please check  
below and disregard above instructions.

☐ Irregular section

☐ Land grant

UTM COORDINATES: Zone / Easting / Northing (name)

NOTE: If you are unfamiliar with calculating UTM measurements,  
leave blank.

LATITUDE: 30 21 .86

LONGITUDE: 87 11 .24

SITE SITUATION: (check one)

☐ inland ☒ estuary ☐ offshore

UNDERWATER ENVIRONMENT: (check one)

☒ high energy marine ☐ low energy marine  
☐ lake or ponds ☐ river, stream or creek  
☐ cavernous sink ☐ cavernous spring  
☐ intermittently flooded lands with a flowing water environment  
☐ intermittently flooded lands with a still water environment

SEDIMENT:

☐ clay ☐ silt ☒ sand ☐ peat ☐ marine growth ☐ rock

LOCAL INFORMANT(inc. private collections) WAYNE FARRIOR

ADDRESS 84 HIGH POINT DR GULF BREEZE (932-4347) H W (433-2412)

LOCAL INFORMANT(inc. private collections)

ADDRESS

SURVEY DATE OTHER MASTER SITE FILE NUMBERS

RECORDER(S)(list principal investigator first) Mary Anne Franklin, Roger Smith, John W Morris III,

ADDRESS

PROJECT NAME PENSACOLA SHIPWRECK SURVEY

TOPOGRAPHICAL SETTING BEACH, COVE, GULF BREEZE

TYPE OF SITE(check one or more as appropriate):

☐ indeterminate ☐ mound(s) ☐ prehistoric cemetery  
☐ unknown ☐ burial mound(s) ☐ prehistoric vessel  
☐ single artifact ☐ platform/temple ☐ prehistoric refuse  
☐ artifact scatter mound(s) ☐ historic earthworks  
☐ lithic scatter ☐ canal ☐ shell ring  
☐ midden(s) ☐ mission ☐ redeposited  
☐ shell midden(s) ☐ prehistoric ☐ inundated terrestrial  
☐ shell works earthworks ☐ historic refuse  
☒ historic ☐ wharves, docks, ☐ well  
shipwreck piers ☐ bridges (also covered  
stone wall ☐ shrine bridges)



SR 983  
282  
Site #8 SR 983

SHIPWRECK FORM  
Florida Bureau of Archaeological Research

**FIELD METHODS** (Check as many as apply)

SITE DETECTION			SITE EXCAVATION		
<input type="checkbox"/> no field check	<input type="checkbox"/> magnetometer	<input type="checkbox"/> aerial photo	<input type="checkbox"/> unknown	<input type="checkbox"/> air lift	<input checked="" type="checkbox"/> dredging
<input type="checkbox"/> literature search	<input type="checkbox"/> side-scan sonar	<input type="checkbox"/>	<input type="checkbox"/> none by recorder	<input type="checkbox"/> water jet	<input type="checkbox"/>
<input checked="" type="checkbox"/> informant report	<input type="checkbox"/> bottom profiler	<input type="checkbox"/>	<input type="checkbox"/> hand excavation	<input type="checkbox"/> deflectors	<input type="checkbox"/>
Other information on methods <u>GRID 5 ISOM 1 m/s</u>					

**COLLECTION STRATEGY:** ☐ unknown ☐ uncollected by recorder Explain BY GRID 5 ISOM 1 m/s

**SELECTIVITY** ☒ unselective (all artifacts) ☐ selective (some artifacts) Explain BY GRID 5 ISOM 1 m/s

**CONTROL OF COLLECTION** ☐ general (not by subarea) ☒ controlled (by subarea) Explain BY GRID 5 ISOM 1 m/s

**ARTIFACTS**

**CARGO ARTIFACTS** SHIPWRECK

**SHIP ARTIFACTS** SHIPWRECK

**ARTIFACTS REMOVED** (attach list if needed) ALL CERAMIC & METAL W/ BAR

**ARTIFACTS SEEN OR COLLECTED** ☐ unknown Explain BY GRID 5 ISOM 1 m/s

<input type="checkbox"/> encrusted objects	<input checked="" type="checkbox"/> nonprecious metal	<input type="checkbox"/> ballast-type
<input type="checkbox"/> ceramic-aboriginal	<input checked="" type="checkbox"/> glass	<input type="checkbox"/> ceramic-nonaborig
		<input type="checkbox"/> precious metal/coin

**SURVEYOR'S EVALUATION OF SITE**

Potentially elig. for local designation?	Individually elig. for Nat. Register?	Potential contributor to NR district?	Local Designation Category
<input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insuff. info	<input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insuff. info	<input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insuff. info	

**HISTORICAL THEMES:** ☒ military ☒ economic ☒ technological

Other SHIPWRECK

**THREATS TO SITE** EROSION, LOOTING

**PROTECTIONS FOR SITE** NO MORE DREDGING SEDIMENT DEPOSIT

**RECOMMENDATIONS FOR SITE** NO MORE DREDGING SEDIMENT DEPOSIT

**OTHER REFERENCES**

**SITE REPORTER** (name/affiliation/address/phone) ARCHAEOLOGICAL RESEARCH INC 900 3RD ST

**SITE INFORMANT** (name/affiliation/address/phone) WILLIAM FARRER

**MANUSCRIPTS OR PUBLICATIONS ON THE SITE** SITE REPORT BY SOA

**PRESENT LOCATIONS OF ARTIFACTS/ID NOS.** (attach list if needed) BAR

**SITE PHOTOS & LOCATION** W/A

**SITE FILMS/VIDEOS & LOCATION** W/A

FURTHER INFORMATION Attach extra sheets as needed

DHR USE ONLY		OFFICIAL EVALUATIONS				DHR USE ONLY	
NR DATE	KEEPER-NR ELIGIBILITY*	y	n	pe	ii	Date	/ /
DELIST DATE	SHPO-NR ELIGIBILITY*	y	n	pe	ii	Date	/ /
	LOCAL DESIGNATION*					Date	/ /
	Local office						

\* y=Yes; n=No; pe=Potentially Eligible; ii=Insufficient Information

REQUIRED: MARINE CHART (OFFSHORE) OR USGS MAP (INSHORE OR INLAND WATERWAY) WITH SITE LOCATION PINPOINTED



SHIPWRECK FORM  
FLORIDA SITE FILE

Version 1.0 7/92

Site #8 SR 983

Recorder #                     

Field Date                     

Form Date 04/11/1996

☐ Original  
☒ Update

IDENTIFICATION & LOCATION

SITE NAME(S) TOWN POINT WRECK  
VESSEL NAME 1175  
PROJECT NAME TOWN POINT SHIPWRECK PROJECT [MULT. LIST. #8                     ]  
COUNTY (nearest if offshore) SANTA ROSA [DHR SURVEY                     ]  
MARINE CHART (Required if marine)                       
USGS 7.5' TOPOGRAPHIC MAP (Required if inshore marine or inland waterway)                       
LORAN LOCATION (LOPS)                       
LATITUDE d 30 m 22 s 09 LONGITUDE d 87 m 11 s 27 (GPS - not different)                       
[UTM COORDINATES: Zone 16/17 Easting                      Northing                     ]  
WATER BODY Major PENSAFLA BAY Minor OLD NAVY COVE  
STATE OR FEDERAL GRANT/PERMIT IF ANY: ☒ none (Give agency, permit type and number)

SITE DESCRIPTION

SITE SIZE Largest dimension 35 ft/m E-S direction X Cross dimension 14 ft/m N-S direction ATW  
ELEVATION (BWL/AWL=below/above water level): HIGH 3 ft/m TO LOW 1.5 ft/m  
SITE SITUATION offshore ☒ inland bay                      river                      estuary                      lake                      Other                       
BOTTOM ENVIRONMENT SAND UNCONSOLIDATED OVER HISTORIC BOTTOM OF COMPACTED GRAY CLAY  
SITE DESCRIPTION ABANDONED STEEL SHELL ON SLOPE, STEEL SHELL APPEARED TO TURN 45 DEGREE  
DEGREE AND NATURE OF DISTURBANCES AND THREATS CONTINUAL EROSION, LOTS OF WOOD REMAINS EXPOSED, FREQUENT EXPOSURE TO AIR

WRECK DESCRIPTION

MAGNETIC AXIS (Bow) WEST  
VESSEL TYPE:                      canoe                      boat                      sailing ship                      steamship                      barge                      freighter  
Other:                       
VESSEL SIZE Length 35 Vessel 51002 Tonnage 20  
HULL MATERIAL: iron wood composite steel Other                       
MACHINERY: none engine boiler pump propeller  
Other:                     

HISTORICAL INFORMATION

DATE SUNK: 1918 circa/exact CAUSE OF SINKING ABANDONED  
NATIONALITY AMERICAN  
DATE OF CONSTRUCTION: 1918 circa/exact PLACE OF CONSTRUCTION COLUMBIA  
MAJOR OVERHAULS/REFITS (give dates) NO REPAIRS DONE  
PAST SALVAGE (Dates, type of work, identity of salvors, success, effect on wreck as seen today)  
NO LOOKUP OR RECOVERY. TEST CRACK 1991. RECOVERED  
SHIPWRECK SURVEY

MOST SHIPWRECKS ARE PROTECTED BY LAW

Shipwrecks and archaeological sites are protected by law if they are located on federal or state owned lands, or state-sovereignty submerged lands. Written permission is required to disturb such sites or to remove artifacts from them. If you are interested in exploring shipwreck sites or collecting from them, contact the Bureau of Archaeological Research, Division of Historical Resources at the address below.

## THREATS TO SITE:

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> zoning                   | <input type="checkbox"/> transportation | <input checked="" type="checkbox"/> vandalism |
| <input type="checkbox"/> development              | <input type="checkbox"/> fill           | <input type="checkbox"/> phosphate mining     |
| <input checked="" type="checkbox"/> deterioration | <input type="checkbox"/> dredge         | <input type="checkbox"/> agriculture/plowing  |
| <input type="checkbox"/> borrowing                | <input type="checkbox"/> logging        | <input type="checkbox"/> _____                |

## REMARKS:

- ☒ preservation recommended ☒ recommended for further testing  
☐ severely disturbed/destroyed ☐ \_\_\_\_\_

REPOSITORY PENSACOLA SHIPWRECK SURVEY H.Q. (WOOD SAMPLES - FSU)  
 BIBLIOGRAPHIC DATA \_\_\_\_\_

NOTE: Cite any reports referring specifically to this site.  
 General background material need not be cited. Use  
 Florida Anthropologist format.

CULTURAL CLASSIFICATION BRITISH

CULTURAL PERIOD COLONIAL

CULTURAL MATERIAL (Check as many as apply):

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> aboriginal ceramics               | <input checked="" type="checkbox"/> wood                    | <input type="checkbox"/> exotic items (mica, etc) |
| <input checked="" type="checkbox"/> nonaboriginal ceramics | <input type="checkbox"/> metal                              | <input type="checkbox"/> petroglyphs              |
| <input type="checkbox"/> lithics                           | <input type="checkbox"/> precious metal/<br>coin(s)         | <input type="checkbox"/> textile(s)               |
| <input type="checkbox"/> worked bone                       | <input type="checkbox"/> glass                              | <input type="checkbox"/> misc/prehistoric         |
| <input type="checkbox"/> human bone/burial(s)              | <input checked="" type="checkbox"/> brick/bldg<br>materials | <input type="checkbox"/> misc/historic            |
| <input type="checkbox"/> animal bone/<br>unidentified bone | <input type="checkbox"/> other human<br>remains             | <input type="checkbox"/> trade bead(s)            |
| <input type="checkbox"/> shell food remains                | <input type="checkbox"/> (e.g., hair)                       | <input checked="" type="checkbox"/> ballast       |
| <input type="checkbox"/> worked shell                      |   | <input type="checkbox"/> fossil                   |
| <input type="checkbox"/> plant remains                     |   | <input type="checkbox"/> _____                    |

DIAGNOSTIC ARTIFACTS PARREL BEAD, 8 WOOD SAMPLES, GREEN BOTTLE BASE, AMBER GLASS STOPPER  
SHOATHING TACK, Delf BASE, PE PASTURER, BARREL CASE HEAD PC, APPLIED STRING GREEN BOTTLE NECK, BIRTS STRIP,  
SITE SIZE (approx acreage) \_\_\_\_\_ ELEVATION \_\_\_\_\_  
SITE SIZE (est in sq meters) 12 \_\_\_\_\_  
DEPTH OF CULTURAL DEPOSIT \_\_\_\_\_  
 (if known) 1-2m Max 1 Meters Feet Max 3  
 Min \_\_\_\_\_ Min \_\_\_\_\_

## DEGREE OF SITE DESTRUCTION

- |   |   |
|---|---|
| <input type="checkbox"/> relatively undisturbed | <input type="checkbox"/> minor            |
| <input type="checkbox"/> moderate               | <input checked="" type="checkbox"/> major |

## SITE DISTURBANCES

- |   |  |                                   |
|---|--|-----------------------------------|
| <input checked="" type="checkbox"/> bioturbation    | <input type="checkbox"/> dredging/ditching       | <input type="checkbox"/> previous |
| <input checked="" type="checkbox"/> erosion         | <input checked="" type="checkbox"/> site looting | archaeological                    |
| <input type="checkbox"/> mining/borrow pit          | <input type="checkbox"/> forest preparation      | excavations                       |
| <input type="checkbox"/> agricultural               | or harvesting                                    | <input type="checkbox"/> _____    |
| <input type="checkbox"/> residential/<br>commercial | <input type="checkbox"/> fill                    | <input type="checkbox"/> _____    |
|   |  | <input type="checkbox"/> _____    |

## COLLECTION STRATEGY

- ☐ general ☒ selective ☐ controlled ☐ unknown ☐ \_\_\_\_\_

## TYPE OF INVESTIGATION

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> surface collection         | <input type="checkbox"/> auger test     | <input type="checkbox"/> unknown              |
| <input type="checkbox"/> shovel test                | <input type="checkbox"/> coring         | <input type="checkbox"/> prop wash deflectors |
| <input type="checkbox"/> extensive excavation       | <input type="checkbox"/> remote sensing | <input type="checkbox"/> airlift              |
| <input checked="" type="checkbox"/> test excavation | <input type="checkbox"/> none           | <input checked="" type="checkbox"/> waterlift |
| <input type="checkbox"/> water probe                | <input type="checkbox"/> _____          | <input type="checkbox"/> _____                |

OPTIONAL NARRATIVE DESCRIPTION (If there is no published report,  
 provide a short description of the site on a separate sheet)

OPTIONAL PHOTOGRAPHS OR SKETCHES OF DIAGNOSTIC OR UNIQUE

ARTIFACTS (Please attach separate sheet(s))

FORM PREPARED BY JOHN W MORRIS III, MARY ANNE FRANKLIN; PSS

ADDRESS Pensacola Shipwreck Survey,

DATE 4-30-91

SOUTHERN OCEANS  
ARCHAEOLOGICAL RESEARCH, INC.  
a not-for-profit corporation

~~SR 983~~  
~~SR 782~~  
SR 983

11 April 1996

Enclosed please find an updated site file.  
Please note a final report was filed  
with the BAR in November of 1995

Thanks,  
m j



SR 983

~~SR 782~~

SR 983

Site number: T123.SR

Site name: Town Pt. Wreck

SR983

General Location: South of Town Pt., 50' offshore, in @ 3' of water

Specific Location: 30 24.86 N, 87 11.24 W

LOTRAN 13297.2

247130.6

General Site description:

The remains at the Town Point site are those of an 18th century sloop. Vessel remains at the site are 35.7' in length with maximum exposed width of 8.5'. Most of the starboard side of the vessel is present to slightly above the turn of the bilge. Excavation on site was confined to three trenches, one at the stem, one at the stern, and one at the mast step. The 0 point on the baseline centerline is at the stern. The bow trench extends from 0 to 6.1', the step assembly trench is from 16.8' to 19.0', and the stem excavation is from 23.0' to 35.7'. The entire starboard frame line was exposed to assess room and space, planking thickness and fastener type. Maximum excavated depth was 2.75 feet. Sediment type was coarse quartzite sand. Water depth was 3 feet. Excavation was carried out with an induction dredge. All major structural members were sampled for wood type identification. The still articulated remains were keel, cant frames, stem post assembly, floors, first futtocks, second futtocks, bilge ceiling, exterior planking, deadwood, the knee of the head, and the mast step. The vessel remains listed to starboard @ 24 degrees.

The preserved length of 35.7' includes the concreted gudgeon assembly. She has a beam of 14.66' preserved. Floors are through pinned to the keel and are forward of the first futtock in the bow and aft of the first futtock in the stern and amidships. Where the keelson is present the pins run through the keelson, floors and then into the keel. First futtocks are spiked longitudinal to the floors and do not butt the keel/keelson assembly. Second futtocks are not butted to the head of the floors nor are they spiked on to the first futtock in the two examples uncovered. The stem post assembly consists of a cutwater, stem post, gripe, and a knee. Two cant frames are also present in the bow on the centerline. The single mast step is a mortise and tenon arrangement and the ceiling and exterior planking is secured with both treenails and iron spikes. Hull shape is indicative of a square transom and a fairly slack bilge. Room and space varies from .90' to .60'. The average molded dimension on the frame is .33'.

#### Features:

Keel: The keel is 35.4' long with a molded dimension of .7' below the rabbet and .50' above. The rabbet is inlet .15' and is .10' below the upper molded surface. In the stern the rabbet is formed between the keel and the deadwood. The rabbet is .15' on the bottom and .25' on the rising edge. The rabbet continues into the deadwood .25'. The deadwood

SR983

~~SR782~~

SR983

then extends .50' vertically to a molded upper dimension of .75'. This section was taken at 24' on the centerline baseline. In the bow the rabbet is a curved arrangement and is present on the stempost assembly. It is not exposed on the keel at this point. In the midships trench the rabbet is inlet directly into the keel .10' below the upper molded surface which is .50'.

Deadwood: The deadwood is present only in the stem and ended at 24' on the centerline baseline. It is fayed directly onto the keel and was notched slightly to accept the floors. It ends in a flat surface .50' higher than the top of the keel. The five aftermost floors are fastened through the deadwood to the keel.

Keelson: The keelson was badly eroded. It was only uncovered at the mast step over floors 3 and 4. In the stern it was exposed from floor 5 and ended on floor 6. It has a molded dimension of .75'. Due to deterioration no sided dimension could be taken. Where the keelson crossed the floors a through pin fastened keelson/floor/keel.

Stem post assembly: The stem post assembly is fayed to the keel in a birds mouth scarp arrangement. The keel extends all the way forward with the cutwater, gripe and stem fayed to the upper surface. The components of this assembly are longitudinally through pinned and also secured by iron straps. The gripe/stem seam is reinforced by an iron band .40 X .20' with a spike into either component. The stem/keel seam is likewise pinned and strapped except that this strap is inlet .10' into the wood. A single spike (.02 X .02 shank) was in either piece of this joint. The badly eroded upper molded surface of the stern has a mortise inlet vertically into the port side. This mortise is .15' deep, .25' wide on the lower edge .40' wide at the top. A single .10 spike hole is present and heavy iron residue covers the mortise. The length of the birds mouth is 1.75', and accommodates the cutwater and the gripe. The vertical seam in the scarp extends .30'. This is the after edge of the gripe. The stem/gripe joint continues upward at the same angle as this scarp. This angle is @ 60 degrees. The stem proper is fayed direct to the keel. The rabbet curves upward along the top of the stem post, directly below the knee of the head. The knee extends from 1.6' to 5.2' on the baseline, giving it a preserved length of 3.6'. The gripe is 1.25' on the fayed keel joint and the cutwater is .50' along this same scarp. Keel thickness below this joint is .25' at the forward edge and .35' at the scarp. Two frames are pinned to the stem assembly along the upper molded surface of the knee. The center of the first frame is at 1.9' on the baseline and the second frame center is at 3/0'. Both of these frames are heavily concreted and have been badly eroded.

Framing: In the forward section of the vessel the floors are

SR983

SR782

SR983

placed forward of the first futtock. Floor 1 is .30' molded and is centered at 4.65' on the baseline. It is slightly notched over the longitudinal timber beneath it. This is probably the keel but could conceivably be a section of rising (dead) wood. The first futtock is offset from the starboard keel edge by .10' at the extreme heel. The first futtock is also .30' molded and is spiked longitudinally to the floor. Floor 2 is centered at 5.9' on the centerline baseline. This floor is also .30' molded. Both of these floors are center pinned with drift pins 1.1' in diameter. Both floors are also missing on the port side within 1.0' of the centerline. Neither of these floors show any sign of the keelson or upper molded surface. Space between floors is 1.1'. Floor 3 is centered at 17.3' on the baseline and is .35' molded. This member is at the forward end of the mortise for the vessels single mast. Floor 4 is centered at 18.7' on the baseline and is .35' molded. This floor is pinned below the mortise which has its aft end at 18.8'. The keelson is present on this floor. The keelson, floor 4 and the keel are pinned together at the forward end of the mortise. Space between floors is 1.1'. centered at 24.6' and is .35' molded. The keelson ends here and is through pinned. Floor 7 is centered at 26.1' and is .30' molded. Floor length from the centerline is 2.9'. The first futtock is forward of the floor and its heel is offset from the keel by .10'. It is .30' molded and is longitudinally spiked to the floor. Floor 8 is centered at 27.7' and is .30' molded. Length from the centerline is 2.95'. The first futtock is forward of the floor, offset .10' and longitudinally fastened to the floor. The first futtock is .40' molded and is a repair part added at some time during the vessels career. The first futtock is 6.0' in length, and extends to the edge of the preserved hull. The second futtock is not affixed to the head of the first futtock and .30' molded. Floor 9 is centered at 29.1' and is .30' molded. Length from centerline is 3.1'. The first futtock is forward of the floor and is offset .10 at the heel and is .33 molded. The preserved length of the first futtock is 5.8'. It extends to the preserved edge of the hull remains. Floor 10 is the last floor in the vessel and is centered at 30.6'. It is .33' molded and 2.6' in length off of the centerline. The first futtock is forward of the floor offset by .10 from the keel. It is longitudinally fastened to the floor by iron spikes and is 4.0' in preserved length.

Mast step : The mast step is a simple mortise located through the keelson. It's forward edge is at 17.4' on the baseline and is located over the aft edge of Floor 3. The after edge of the mortise is at 18.8' on the baseline and is over the aft edge of Floor 4. Overall length of the mortise is 1.4'. Floor 4 is pinned through to the keel below the mortise. A single support for the mast step is located to starboard of the mortise and is spiked directly to the bilge ceiling. It is secured by 4 iron spikes .10' in diameter. It



SR983  
~~SR782~~  
SR983

is 2.5' in length .5' wide and .5' in thickness at the inboard edge. The outboard edge is .10 feet in thickness. This piece runs athwartships. The inboard spike is into the limber strake. At this point a repair plank has been spiked to the limber board. The forward edge of this plank is at 17.9' and it extends aft to 27.45' on the baseline.

Planking: The vessel is planked with .15' thick exterior planking and .10' thick bilge ceiling. Planks are affixed with square shank iron spikes (.02' X.02'). Trunnels are also present securing the exterior planking. Eight strakes of the exterior planking are visible in the stern. The seams are payed with oakum. The average plank width is @ .73'. Width varies from .90' to .65'. Amidships there are 11 strakes remaining. The limber strake has been covered with the repair plank mentioned above. The tenth plank outboard from the keel has been displaced upward. Width varies from .85' to .50'. The last strake is badly deteriorated and is only .30' wide. Forward of this cross sectional trench a hook scarp is present between the two uppermost exterior strakes.

Artifacts: 8 WOOD SAMPLES SENT TO LN FOR ANALYSIS

- stem
- knee of the head
- keelson
- outer hull planking
- floor
- deadwood
- 1st futtock

123/01-green bottle base, broken  
(Hume 1980, p.68 1783)

123/02-wooden parrel

123/03-sheathing tack

123/04-Fe fastener-drawn only  
(Hume 1980 p. 253-most like #6, t headed wrought iron, "Colonial")

123/05-barrel cask head-drawn & photo'd only

123/06-applied string green glass bottle neck  
(Hume 1980 p.67, 1761)

123/07-green glass bottle base  
(Hume 1980 p.67 1770)

123/08-delft base sherd  
(Bense-post 1700)

123/09-amber glass bottle stopper

SA983

SR762

SR983

(resembles Hume 1980 p. 197 1755-70 type)

123/10-Cu 'horseshoe' button

123/11-ring-metal?-encrusted-very light

123/12-brass/Cu strip

Illustrations:

1. Site plan, 1"= 1'
2. Transect at midships/mast step
3. Constructional analysis cross section of keel/deadwood
4. Profile of stem assembly
5. Angle of list

All illustrations are on a single sheet of graph film. An ink of the site plan is also complete.

Threats to Site:

This site is threatened primarily by erosion, tidal action, and wind and wave effects. It is currently reburied, but will probably uncover and recover as storms pass through the cove. Beachcombers and pot hunters are a potential hazard, should the site's location become known.

Assessment:

The vessel at Town Pt. is a mid to late 18th century sloop. She is fairly slack in the turn of the bilge and probably had a square transom. The stem assembly is complex and relatively heavy given the vessels overall dimensions. The two frames on the knee of the head are interesting in that they are probably floor members for the bow cants, a somewhat unusual framing arrangement. The first futtock is aft of the floor in the bow. Amidships and in the stern the first futtock is forward of the floor. This is a variation of the accepted convention of first futtock forward of the floor forward of the master frame and after the floor after the master frame. The repair of the limber strake and the replacement of a futtock indicates a well used vessel. She shows no other sign of repair work. Hull shape and garboard angle are indicative of a fairly fine bow and a sharp downward turn towards the centerline. Both trunnels and spikes are used in planking as well as hook scarps. The mast step is relatively simple and the mast heel would have rested on floors 3 and 4 or would have been fitted between them and rested on the keel. This vessel was rigged as a sloop or possibly as a cutter. Artifactual material and construction features indicate the 18th century date ascribed to the site. Very few artifacts were present. This vessel was probably careened and abandoned. The construction techniques and design are English, indicating that this vessel was either built by the English or the colonists in the New World.

Recommendations:

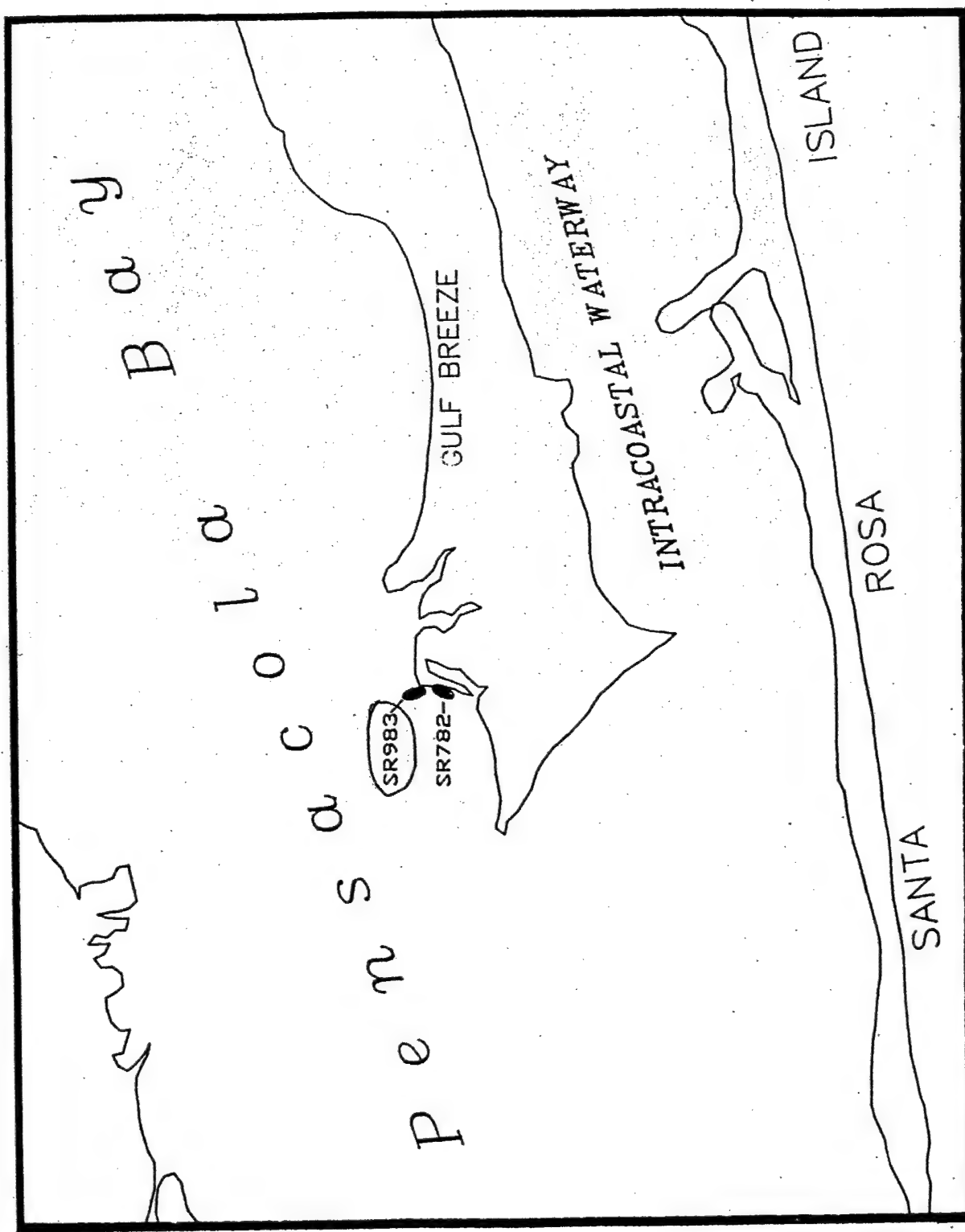
This site should be examined in further detail and completely documented. Due to the fragile nature of the hull

~~SR 983~~  
~~SR 782~~  
SR 983

remains it should not be a site open to the general diving public. Since it is in extremely shallow water, sport diver interest will be minimal. This site is significant and offers valuable information on small craft construction from the colonial period.

Reporters: Wayne Farrior  
Sources:

SR 983



☒ Original  
☐ Update

SHIPWRECK FORM  
FLORIDA SITE FILE

Version 1.0 7/92

Site #8 SR 1476

Recorder #

Field Date 1991

Form Date 1999

## IDENTIFICATION & LOCATION

SITE NAME(S) Centerboard Schooner

VESSEL NAME

PROJECT NAME Pensacola Shipwreck Survey, Phase I

[MULT. LIST. #8

COUNTY (nearest if offshore) Santa Rosa

[DHR SURVEY

MARINE CHART (Required if marine)

USGS 7.5' TOPOGRAPHIC MAP (Required if inshore marine or inland waterway)

LORAN LOCATION (LOPS)

LATITUDE d \_\_\_\_\_ m \_\_\_\_\_ s \_\_\_\_\_ LONGITUDE d \_\_\_\_\_ m \_\_\_\_\_ s \_\_\_\_\_

[UTM COORDINATES: Zone 16/17 Easting [ ] Northing [ ]]

WATER BODY: M[ ]

WATER BODY Major Pensacola Bay Minor Old Navy Cove

STATE OR FEDERAL GRANT/PERMIT IF ANY: none (Give agency, permit type and number)

## SITE DESCRIPTION

SITE SIZE Largest dimension 85 ft/m — direction X Cross dimension 20 ft/m direction

ELEVATION (BWL/AWL=below/above water level): HIGH 10 ft/m TO LOW 12-15 ft/m

SITE SITUATION offshore K inland bay river estuary lake Other

BOTTOM ENVIRONMENT quartzite sand with slight overburden of grey silt and  
shell hash

**SITE DESCRIPTION** Centerboard vessel including centerboard trunk, floors, bilge ceiling, exterior planking, copper sheathing, portions of sister keelsons

DEGREE AND NATURE OF DISTURBANCES AND THREATS Environmental threats such as wave action, scouring, marine borers

## WRECK DESCRIPTION

MAGNETIC AXIS (BOW)

Other: \_\_\_\_\_

VESSEL TYPE: canoe boat ☒ sailing ship steamship barge freighter

**Other:**

VESSEL SIZE	Length	Vessel	Tonnage
ULL MATERIAL			

HULL MATERIAL: iron ☒ wood composite steel Other           

MACHINERY: ☒ none ☐ engine ☐ boiler ☐ pump ☐ propeller

Other:

## HISTORICAL INFORMATION

DATE SUNK: 19<sup>th</sup> cent (circa/exact) CAUSE OF SINKING unknown

NATIONALITY *unknown*

DATE OF CONSTRUCTION: 1944 est (circa/exact) PLACE OF CONSTRUCTION unknown

MAJOR OVERHAULS/REFITS (give dates)

PAST SALVAGE (Dates, type of work, identity of salvors, success, effect on wreck as seen today)

## MOST SHIPWRECKS ARE PROTECTED BY LAW

Shipwrecks and archaeological sites are protected by law if they are located on federal or state owned lands, or state-sovereignty submerged lands. Written permission is required to disturb such sites or to remove artifacts from them. If you are interested in exploring shipwreck sites or collecting from them, contact the Bureau of Archaeological Research, Division of Historical Resources at the address below.

# SHIPWRECK FORM

Florida Bureau of Archaeological Research

Site #8 SR1476

FIELD METHODS (Check as many as apply)		
<b>SITE DETECTION</b> <input type="checkbox"/> no field check <input type="checkbox"/> magnetometer <input type="checkbox"/> aerial photo <input type="checkbox"/> literature search <input checked="" type="checkbox"/> side-scan sonar <input checked="" type="checkbox"/> informant report <input type="checkbox"/> bottom profiler Other information on methods _____		
<b>SITE EXCAVATION</b> <input type="checkbox"/> unknown <input type="checkbox"/> air lift <input type="checkbox"/> dredging <input checked="" type="checkbox"/> none by recorder <input type="checkbox"/> water jet <input type="checkbox"/> hand excavation <input type="checkbox"/> deflectors		
<b>COLLECTION STRATEGY:</b> <input type="checkbox"/> unknown <input checked="" type="checkbox"/> uncollected by recorder    Explain _____ <b>SELECTIVITY</b> <input type="checkbox"/> unselective (all artifacts) <input type="checkbox"/> selective (some artifacts)    Explain _____ <b>CONTROL OF COLLECTION</b> <input type="checkbox"/> general (not by subarea) <input type="checkbox"/> controlled (by subarea)    Explain _____		

ARTIFACTS	
<b>CARGO ARTIFACTS</b> _____	
<b>SHIP ARTIFACTS</b> _____	
<b>ARTIFACTS REMOVED</b> (attach list if needed) <u>none</u>	
<b>ARTIFACTS SEEN OR COLLECTED</b> <input type="checkbox"/> unknown    Explain _____	
<input type="checkbox"/> encrusted objects	<input type="checkbox"/> nonprecious metal
<input type="checkbox"/> ceramic-aboriginal	<input type="checkbox"/> glass
<input type="checkbox"/> ceramic-nonaborig	<input type="checkbox"/> ballast-type
	<input type="checkbox"/> precious metal/coin

SURVEYOR'S EVALUATION OF SITE			
Potentially elig. for local designation?	<input type="checkbox"/> yes <input type="checkbox"/> no	<input checked="" type="checkbox"/> insuff. info	Local Designation Category
Individually elig. for Nat. Register?	<input type="checkbox"/> yes <input type="checkbox"/> no	<input checked="" type="checkbox"/> insuff. info	
Potential contributor to NR district?	<input type="checkbox"/> yes <input type="checkbox"/> no	<input checked="" type="checkbox"/> insuff. info	
<b>HISTORICAL THEMES:</b> <input type="checkbox"/> military <input checked="" type="checkbox"/> economic <input checked="" type="checkbox"/> technological Other _____			
<b>THREATS TO SITE</b> <u>environmental</u>			
<b>PROTECTIONS FOR SITE</b> _____			
<b>RECOMMENDATIONS FOR SITE</b> <u>Additional excavation and recording would offer information about centerboard schooner construction</u>			

OTHER REFERENCES	
<b>SITE REPORTER</b> (name/affiliation/address/phone)	<u>Shipwreck Survey</u> <u>Marianne Franklin Pensacola</u>
<b>SITE INFORMANT</b> (name/affiliation/address/phone)	_____
<b>MANUSCRIPTS OR PUBLICATIONS ON THE SITE</b>	<u>PSS Phase I report, 1991, BAR #25</u>
<b>PRESENT LOCATIONS OF ARTIFACTS/ID NOS.</b> (attach list if needed) _____	
<b>SITE PHOTOS &amp; LOCATION</b> _____	
<b>SITE FILMS/VIDEOS &amp; LOCATION</b> _____	

FURTHER INFORMATION Attach extra sheets as needed

DHR USE ONLY		OFFICIAL EVALUATIONS				DHR USE ONLY	
NR DATE	KEEPER-NR ELIGIBILITY*: y n pe ii	Date	/	/			
DELIST DATE	SHPO-NR ELIGIBILITY*: y n pe ii	Date	/	/			
	LOCAL DESIGNATION*: _____	Date	/	/			
	Local office						

\* y=Yes; n=No; pe=Potentially Eligible; ii=Insufficient Information

REQUIRED: MARINE CHART (OFFSHORE) OR USGS MAP (INSHORE OR INLAND WATERWAY) WITH SITE LOCATION PINPOINTED



# FLORIDA ARCHAEOLOGICAL REPORTS

SUBMERGED HISTORICAL RESOURCES  
OF PENSACOLA BAY, FLORIDA

Florida Archaeological Reports 25

The Pensacola Shipwreck Survey  
Phase One, 1991

Bureau of Archaeological Research

Division of Historical Resources

R. A. Gray Building, 500 South Bronough  
Street, Tallahassee, Florida 32399-0250  
(904) 487-2299



FLORIDA DEPARTMENT OF STATE  
Jim Smith, Secretary of State

### Recommendations

The vessel has been accurately recorded and no further actions are recommended. It is suggested, however, that in order to prevent continuing erosion, the vessel could be easily moved and reassembled if a proper place for her conservation and/or exhibit can be found.

PSS Site Number: T107SR  
Site Name: Centerboard Schooner  
Master Site File: 8SR996 1476

### General Location

The vessel lies in Old Navy Cove, in 12 to 15 ft. of water. Sediment is quartzite sand with a very slight overburden of gray silt and shell hash.

### General Site Description

The remains at site 8SR996<sup>1476</sup> appear to be those of a centerboard vessel. Although badly eroded and disarticulated, the remains are preserved to a state allowing identification of major structural features. The remains are approximately 85 feet in length and 20 feet in width. The still-articulated features visible were the centerboard, the trunk, the floors, bilge ceiling, exterior planking, copper sheathing and portions of the sister keelsons.

### Features

The remains of the trunk assembly were 32 feet in length and started approximately 3 ft. from the northernmost end of the vessel remains. The two lowermost members of the trunk were .52 ft. in width (sided dimension) and were .75 ft. apart, this gap being the slot for the centerboard. The trunk was secured with vertical pins .10 ft. in diameter and with transverse pins of the same diameter to the sister keelsons. No pivot could be found for the board due to the poor state of preservation and sediment accumulation. At one point the board rises 2.5 ft. above the bottom surface and exhibits through-pin vertical fasteners.

Floors are discernible on both sides of the trunk, approximately 3 ft. on either side. The area immediately adjoining the trunk is still covered by bilge ceiling. The floors are badly eroded and worm-eaten (*Teredo navalis*), and are entirely covered in sediment and shell hash. Exterior planking was attached to the floors with iron pins .05 ft. in diameter. The exterior planking was sheathed in copper and secured to the hull with copper tacks. Also present at the site were numerous iron concretions and a curved iron shaft, possibly a davit.

### Threats to Site

Environmental threats to the site are wave action, scouring and marine borers. Cultural impact will remain minimal due to poor diving conditions and low interest within the sport diving community.

### Assessment

The vessel at site 8SR996<sup>1476</sup> is a 19th-century centerboard schooner. She is fairly heavily constructed. The vessel had flat floors and probably had a hard chine and would have exhibited a deadrise cross section. Although badly deteriorated, enough of the structure remains intact to offer important information. The site is significant and offers valuable data on 19th-century centerboard schooners.

### Recommendations

Although this site is poorly preserved, additional excavation and recording of this vessel would offer worthwhile data on centerboard vessel construction. Due to the fragile nature of the site, it should not be open to the general diving public. Poor visibility and shallow depth will probably keep this site from becoming a popular dive site. Any further work on this site should be carried out by a professional archaeologist.

PSS Site Number: T131SR  
Site Name: Composite Hull  
Master Site File: 8SR1000-1480

### General Location

The vessel is located just past the drop off at Deadman's Island in Old Navy Cove. The water depth is 10 feet. Bottom sediment is sand and shell hash with a soft gray silt overburden.

### General Site Description

The hull remains extend over an area 49 ft. by 15 ft. A centerline/baseline was established and all hull remains were drawn *in situ* relative to the baseline (Figure 8.27). The zero point was located at the southern end of the keel. The remains represent a vessel of composite construction, preserved along the centerline. A wooden keelson rests upon an iron I-beam keel. Very little relief remains above a soft silty bottom. One iron frame is uncovered at 25 feet on the baseline to the east. Some wooden planking was recorded to the west of the baseline. Four strakes run from 5 ft. to 9 ft. Two strakes are uncovered from 2 ft. past 32 ft. Several concreted objects protrude from the sediment.

### Features

Keel: Iron, shaped like an I-beam, .5 ft. wide and .6 ft. high.

Keelson: Wooden, through-bolted to keel, .5 ft. square.

Frames: One frame, an iron I-beam was uncovered and recorded. It measured .6 ft. high by .4 ft. wide on the ends and .2 ft. wide in the center.

### Threats to Site

The site seems to have stabilized underwater. There is no relief so the site is not endangered by vessel traffic. There is little to interest the casual pot hunter or sport diver.

### Assessment

Due to her composite hull, this vessel may date from the 1850s onward, but a late 19th-century date seems most appropriate. She probably was one of the numerous vessels abandoned in Old Navy Cove when she became obsolete or irreparable. The composite construction could provide some additional construction information, but the hull remains are too deteriorated for any information on hull shape or size.

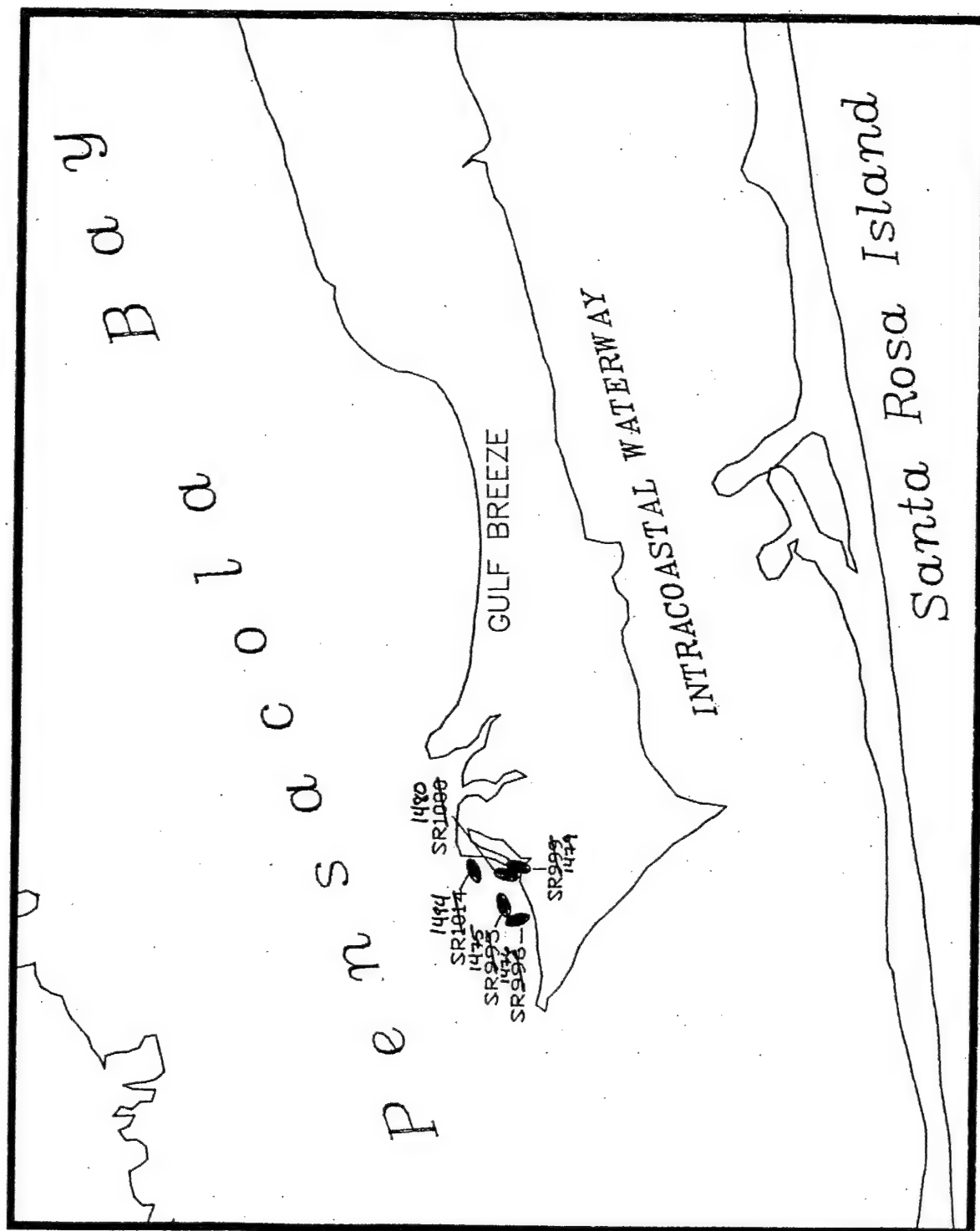
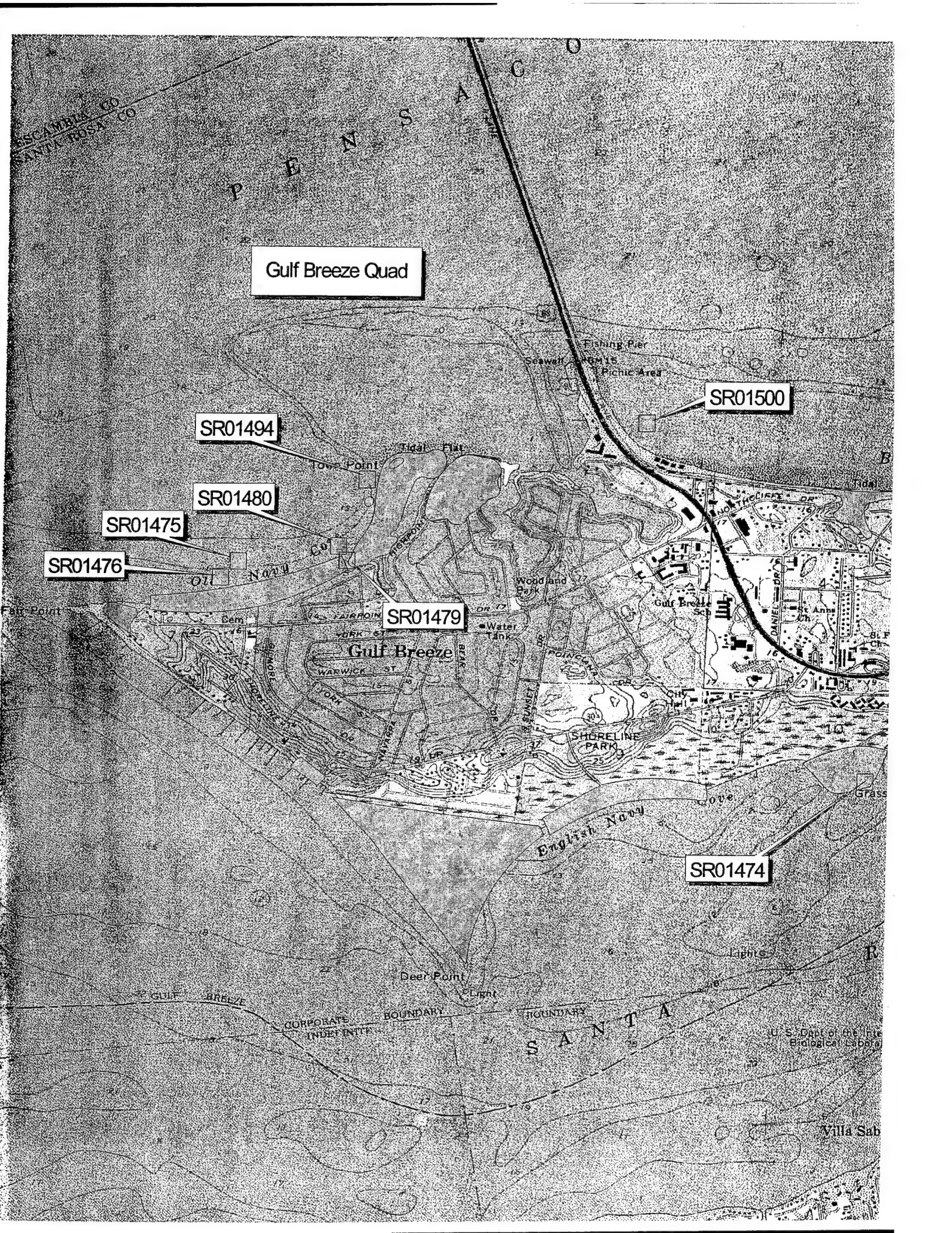


Figure 8.25. Location Map of 19th & 20th Century Old Navy Cove Sites.





☒ Original  
☐ Update

# SHIPWRECK FORM FLORIDA SITE FILE

Version 1.0 7/92

Site #8 SR 1480  
 Recorder # \_\_\_\_\_  
 Field Date 1991  
 Form Date 1999

## IDENTIFICATION &amp; LOCATION

SITE NAME(S) Composite Hull  
 VESSEL NAME \_\_\_\_\_  
 PROJECT NAME Pensacola Shipwreck Survey [MULT. LIST. #8 \_\_\_\_\_]  
 COUNTY (nearest if offshore) Santa Rosa [DHR SURVEY 66211]  
 MARINE CHART (Required if marine) \_\_\_\_\_  
 USGS 7.5' TOPOGRAPHIC MAP (Required if inshore marine or inland waterway) \_\_\_\_\_  
 LORAN LOCATION (LOPS) | | | | | . | | + | | | | | . | |  
 LATITUDE d \_\_\_\_\_ m \_\_\_\_\_ s \_\_\_\_\_ LONGITUDE d \_\_\_\_\_ m \_\_\_\_\_ s \_\_\_\_\_  
 [UTM COORDINATES: Zone 16/17 Easting | | | | | Northing | | | | |]  
 WATER BODY Major Pensacola Bay Minor Old Navy Cove  
 STATE OR FEDERAL GRANT/PERMIT IF ANY: \_\_\_\_\_ none (Give agency, permit type and number)

## SITE DESCRIPTION

SITE SIZE Largest dimension 49 ft/m \_\_\_\_\_ direction X Cross dimension 50 ft/m \_\_\_\_\_ direction  
 ELEVATION (BWL/AWL=below/above water level): HIGH \_\_\_\_\_ ft/m TO LOW 10 ft/m  
 SITE SITUATION \_\_\_\_\_ offshore K inland bay \_\_\_\_\_ river \_\_\_\_\_ estuary \_\_\_\_\_ lake Other \_\_\_\_\_  
 BOTTOM ENVIRONMENT Sand and shell hash with soft grey silt overburden

SITE DESCRIPTION vessel remains of composite construction preserved along the centerline - wooden keelson on iron I-beam keel

DEGREE AND NATURE OF DISTURBANCES AND THREATS None - site is stabilized and in location of poor diving conditions

## WRECK DESCRIPTION

MAGNETIC AXIS (Bow) \_\_\_\_\_  
 VESSEL TYPE: \_\_\_\_\_ canoe \_\_\_\_\_ boat K sailing ship \_\_\_\_\_ steamship \_\_\_\_\_ barge \_\_\_\_\_ freighter  
 Other: \_\_\_\_\_  
 VESSEL SIZE Length \_\_\_\_\_ Vessel \_\_\_\_\_ Tonnage \_\_\_\_\_  
 HULL MATERIAL: \_\_\_\_\_ iron \_\_\_\_\_ wood K composite \_\_\_\_\_ steel Other \_\_\_\_\_  
 MACHINERY: \_\_\_\_\_ none \_\_\_\_\_ engine \_\_\_\_\_ boiler \_\_\_\_\_ pump \_\_\_\_\_ propeller  
 Other: \_\_\_\_\_

## HISTORICAL INFORMATION

DATE SUNK: \_\_\_\_\_ circa/exact CAUSE OF SINKING \_\_\_\_\_  
 NATIONALITY \_\_\_\_\_  
 DATE OF CONSTRUCTION: Prob late 19th cent C circa/exact PLACE OF CONSTRUCTION \_\_\_\_\_  
 MAJOR OVERHAULS/REFITS (give dates) \_\_\_\_\_  
 PAST SALVAGE (Dates, type of work, identity of salvors, success, effect on wreck as seen today) \_\_\_\_\_

## MOST SHIPWRECKS ARE PROTECTED BY LAW

Shipwrecks and archaeological sites are protected by law if they are located on federal or state owned lands, or state-sovereignty submerged lands. Written permission is required to disturb such sites or to remove artifacts from them. If you are interested in exploring shipwreck sites or collecting from them, contact the Bureau of Archaeological Research, Division of Historical Resources at the address below.



# SHIPWRECK FORM

Florida Bureau of Archaeological Research

Site #8 SR 1480

FIELD METHODS (Check as many as apply)			
<b>SITE DETECTION</b>		<b>SITE EXCAVATION</b>	
<input type="checkbox"/> no field check	<input type="checkbox"/> magnetometer	<input type="checkbox"/> aerial photo	
<input type="checkbox"/> literature search	<input checked="" type="checkbox"/> side-scan sonar	<input type="checkbox"/> unknown	<input type="checkbox"/> air lift
<input type="checkbox"/> informant report	<input type="checkbox"/> bottom profiler	<input checked="" type="checkbox"/> none by recorder	<input type="checkbox"/> water jet
Other information on methods _____		<input type="checkbox"/> hand excavation	<input type="checkbox"/> dredging
		<input type="checkbox"/> deflectors	

COLLECTION STRATEGY: ☐ unknown ☒ uncollected by recorder Explain \_\_\_\_\_

SELECTIVITY ☐ unselective (all artifacts) ☐ selective (some artifacts) Explain \_\_\_\_\_

CONTROL OF COLLECTION ☐ general (not by subarea) ☐ controlled (by subarea) Explain \_\_\_\_\_

## ARTIFACTS

CARGO ARTIFACTS \_\_\_\_\_

SHIP ARTIFACTS \_\_\_\_\_

ARTIFACTS REMOVED (attach list if needed) NoneARTIFACTS SEEN OR COLLECTED ☐ unknown Explain \_\_\_\_\_☐ encrusted objects☐ nonprecious metal☐ ballast-type☐ ceramic-aboriginal☐ glass☐ ceramic-nonaborig☐ precious metal/coin

## SURVEYOR'S EVALUATION OF SITE

Potentially elig. for local designation? ☐ yes ☐ no☒ insuff. info

Local Designation Category \_\_\_\_\_

Individually elig. for Nat. Register? ☐ yes ☐ no☒ insuff. infoPotential contributor to NR district? ☐ yes ☐ no☒ insuff. infoHISTORICAL THEMES: ☐ military ☒ economic ☒ technological

Other \_\_\_\_\_

THREATS TO SITE None

PROTECTIONS FOR SITE \_\_\_\_\_

RECOMMENDATIONS FOR SITE No ~~more~~ further work is recommended

## OTHER REFERENCES

SITE REPORTER (name/affiliation/address/phone) Marianne Crauklin, PensacolaShipwreck Survey

SITE INFORMANT (name/affiliation/address/phone) \_\_\_\_\_

MANUSCRIPTS OR PUBLICATIONS ON THE SITE PBS Phase I report, 1991, BAL #25

PRESENT LOCATIONS OF ARTIFACTS/ID NOS. (attach list if needed) \_\_\_\_\_

SITE PHOTOS &amp; LOCATION \_\_\_\_\_

SITE FILMS/VIDEOS &amp; LOCATION \_\_\_\_\_

FURTHER INFORMATION Attach extra sheets as needed

DHR USE ONLY		OFFICIAL EVALUATIONS		DHR USE ONLY	
NR DATE	KEEPER-NR ELIGIBILITY*: y n pe ii	Date	/	/	
/ /	SHPO-NR ELIGIBILITY*: y n pe ii	Date	/	/	
DELIST DATE	LOCAL DESIGNATION*: _____	Date	/	/	
/ /	Local office _____				

\* y=Yes; n=No; pe=Potentially Eligible; ii=Insufficient Information

REQUIRED: MARINE CHART (OFFSHORE) OR USGS MAP (INSHORE OR INLAND WATERWAY) WITH SITE LOCATION PINPOINTED

# FLORIDA ARCHAEOLOGICAL REPORTS

SUBMERGED HISTORICAL RESOURCES  
OF PENSACOLA BAY, FLORIDA

Florida Archaeological Reports 25

The Pensacola Shipwreck Survey  
Phase One, 1991

Bureau of Archaeological Research

Division of Historical Resources

R. A. Gray Building, 500 South Bronough  
Street, Tallahassee, Florida 32399-0250  
(904) 487-2299



FLORIDA DEPARTMENT OF STATE  
Jim Smith, Secretary of State

### Recommendations

Although this site is poorly preserved, additional excavation and recording of this vessel would offer worthwhile data on centerboard vessel construction. Due to the fragile nature of the site, it should not be open to the general diving public. Poor visibility and shallow depth will probably keep this site from becoming a popular dive site. Any further work on this site should be carried out by a professional archaeologist.

PSS Site Number: T131SR  
Site Name: Composite Hull  
Master Site File: 8SR1000-1480

### General Location

The vessel is located just past the drop off at Deadman's Island in Old Navy Cove. The water depth is 10 feet. Bottom sediment is sand and shell hash with a soft gray silt overburden.

### General Site Description

The hull remains extend over an area 49 ft. by 15 ft. A centerline/baseline was established and all hull remains were drawn *in situ* relative to the baseline (Figure 8.27). The zero point was located at the southern end of the keel. The remains represent a vessel of composite construction, preserved along the centerline. A wooden keelson rests upon an iron I-beam keel. Very little relief remains above a soft silty bottom. One iron frame is uncovered at 25 feet on the baseline to the east. Some wooden planking was recorded to the west of the baseline. Four strakes run from 5 ft. to 9 ft. Two strakes are uncovered from 2 ft. past 32 ft. Several concreted objects protrude from the sediment.

### Features

Keel: Iron, shaped like an I-beam, .5 ft. wide and .6 ft. high.

Keelson: Wooden, through-bolted to keel, .5 ft. square.

Frames: One frame, an iron I-beam was uncovered and recorded. It measured .6 ft. high by .4 ft. wide on the ends and .2 ft. wide in the center.

### Threats to Site

The site seems to have stabilized underwater. There is no relief so the site is not endangered by vessel traffic. There is little to interest the casual pot hunter or sport diver.

### Assessment

Due to her composite hull, this vessel may date from the 1850s onward, but a late 19th-century date seems most appropriate. She probably was one of the numerous vessels abandoned in Old Navy Cove when she became obsolete or irreparable. The composite construction could provide some additional construction information, but the hull remains are too deteriorated for any information on hull shape or size.

#### Recommendations

No further work is recommended.

PSS Site Number: T104SR  
Site Name: Old Navy Cove # 1-2, possibly the *Cabadroca*  
Master Site File: 8SR9951475

#### General Location

The vessel is located in Old Navy Cove in approximately 12 feet of water. Bottom sediment is extremely soft, gray silt.

#### General Site Description

A wooden hull, in excess of 200 feet LOA, is lying on a gray silty bottom in 12 ft. of water. The hull is fastened with iron bolts or pins. The entire hull is filled with disarticulated debris including iron pipes, deck planks, a davit, iron rail stanchions and a section of a boiler.

#### Threats to Site

Potential threats from wave or erosion at this site are minimized by the depth of silt covering most of the hull. This is not a popular dive site and will not suffer from vandalism.

#### Assessment

The vessel remains at this site are extensive. The disarticulated structure and machinery within the hull is well preserved and appears to be material associated with the vessel. No material was apparent on the bottom around the vessel. This is probably a result of sediment depth and accumulation rather than a lack of disarticulated material outboard. Local divers have identified this hull as the *Cabadroca*, a Portuguese ship scuttled in Old Navy Cove in the early 1900s. The hull is also located on NOAA navigational charts.

#### Recommendations

This vessel appears fairly modern. Her upper works are in complete disarray. Future work could be done to ascertain general hull shape and construction features. This information could be compared to available information on the *Cabadroca* in order to positively identify her, but this is a low priority site.

PSS Site Numbers: T128SR, T129SR, T130SR  
Site Name: Bayou Gilmore Debris, Possible Marine Rail  
way  
Master Site File: 8SR9951479

#### General Location

Located just west of the Bayou Gilmore entrance in Old Navy Cove, this area of bottom debris is in approximately 10 feet of water. The bottom is sand and soft depositional silt.



Figure 8.27. Site Plan of 8SR<sup>1480</sup>1000, Composite Hull.

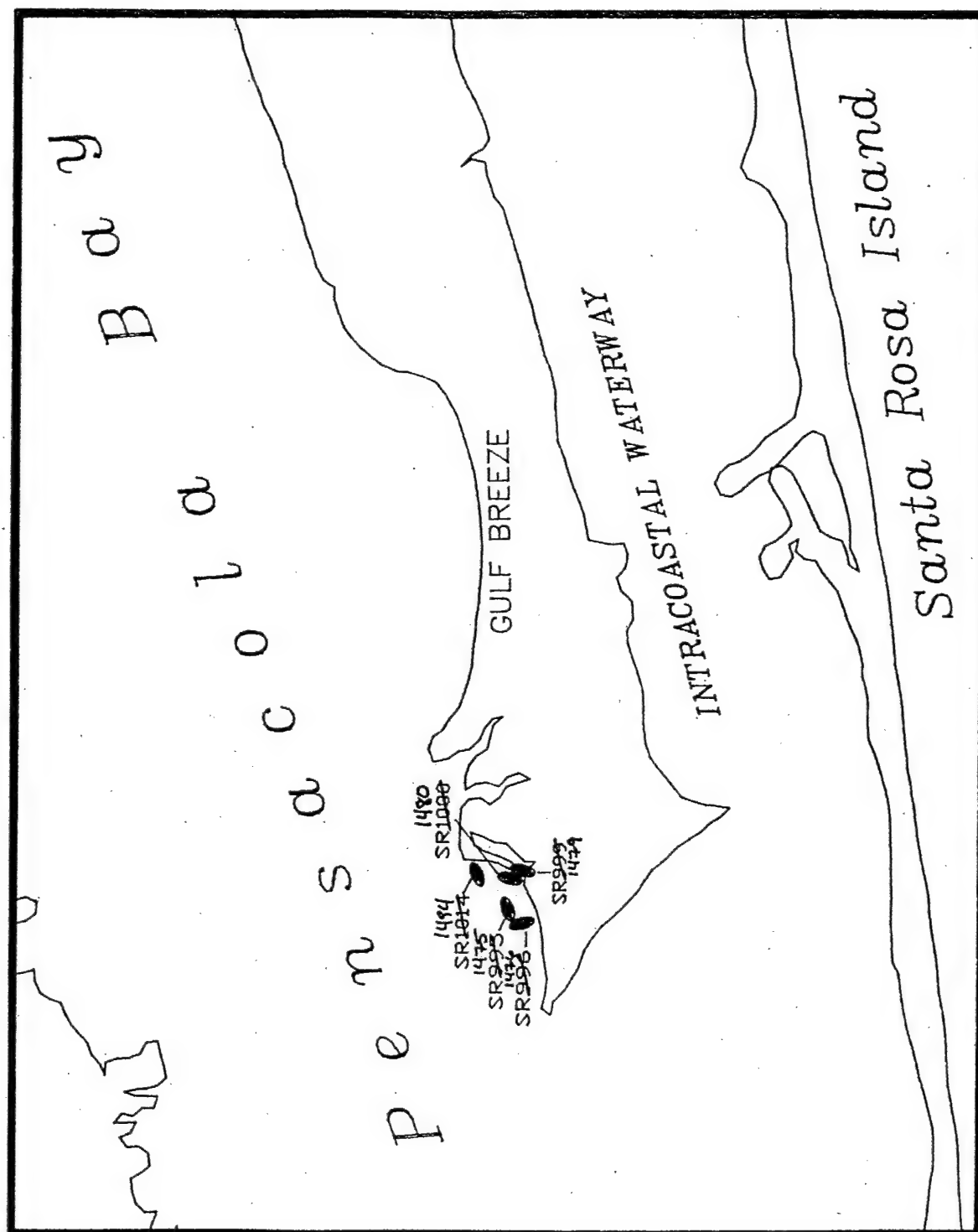


Figure 8.25. Location Map of 19th & 20th Century Old Navy Cove Sites.



ESCAMBIA CO  
SANTA ROSA CO

P E N I N S U L A

Gulf Breeze Quad

SR01494

SR01480

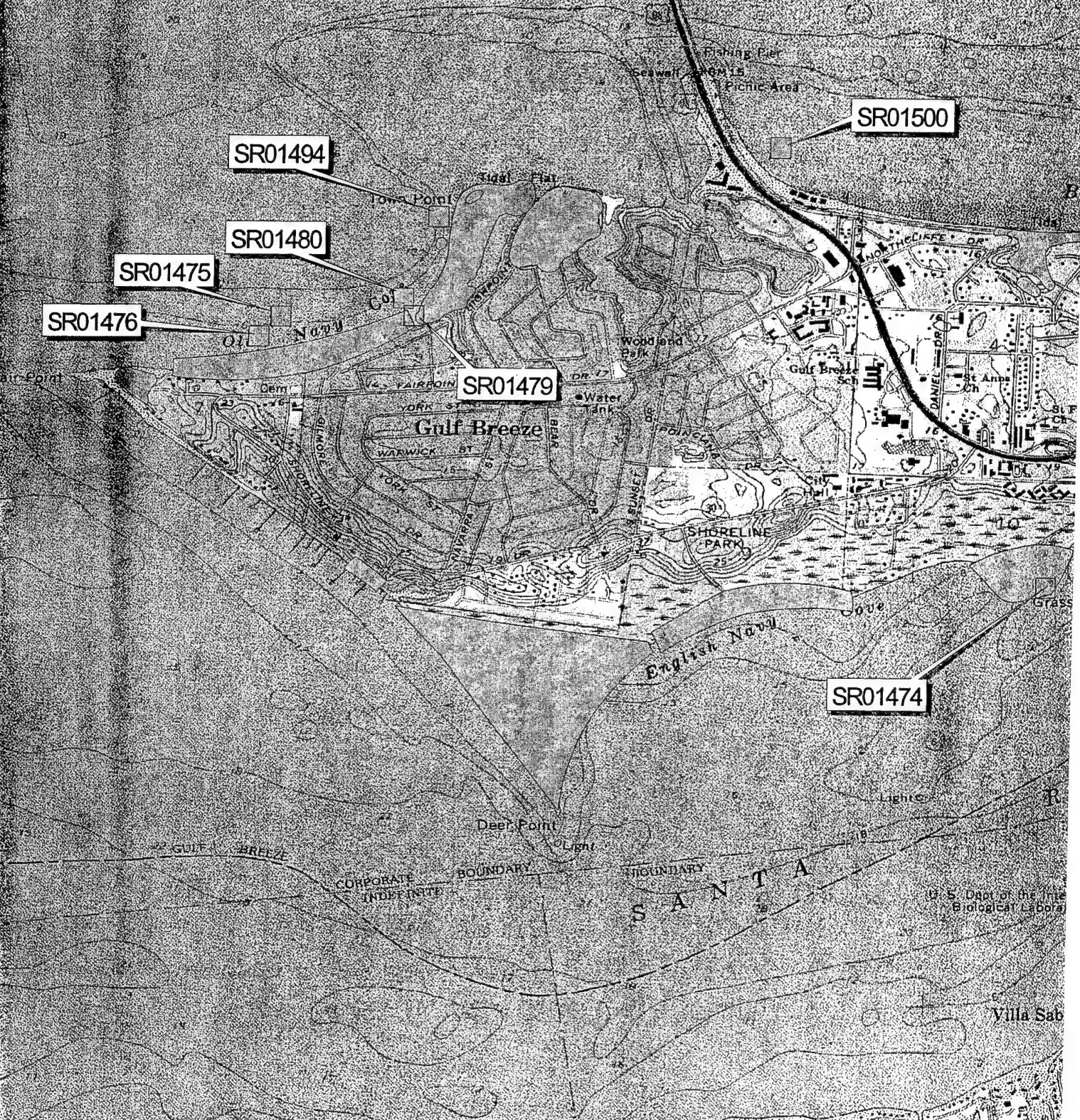
SR01475

SR01476

SR01500

SR01479

SR01474



☒ Original  
☐ Update

# SHIPWRECK FORM FLORIDA SITE FILE

Version 1.0 7/92

Site #8 SR 1494  
 Recorder #             
 Field Date 1991  
 Form Date 1999

## IDENTIFICATION & LOCATION

SITE NAME(S) Deadman's Point  
 VESSEL NAME             
 PROJECT NAME Pensacola Shipwreck Survey Phase 1 [MULT. LIST. #8           ]  
 COUNTY (nearest if offshore) Santa Rosa [DHR SURVEY 6621]  
 MARINE CHART (Required if marine)             
 USGS 7.5' TOPOGRAPHIC MAP (Required if inshore marine or inland waterway)             
 LORAN LOCATION (LOPS)             
 LATITUDE d            m            s            LONGITUDE d            m            s             
 [UTM COORDINATES: Zone 16/17 Easting            Northing           ]  
 WATER BODY Major Pensacola Bay Minor Old Navy Cove  
 STATE OR FEDERAL GRANT/PERMIT IF ANY:            none (Give agency, permit type and number)

## SITE DESCRIPTION

SITE SIZE Largest dimension 16.5 ft/m            direction X Cross dimension 5.5 ft/m            direction  
 ELEVATION (BWL/AWL=below/above water level): HIGH            ft/m TO LOW 1-2 ft/m  
 SITE SITUATION offshore X inland bay            river            estuary            lake Other             
 BOTTOM ENVIRONMENT coarse quartzite sand

SITE DESCRIPTION hull of small punt or scow including strakes, planking, floors, ribs  
\* may be totally eroded away since recording \*

DEGREE AND NATURE OF DISTURBANCES AND THREATS erosion, waves

## WRECK DESCRIPTION

MAGNETIC AXIS (Bow) west  
 VESSEL TYPE:            canoe            boat            sailing ship            steamship            barge            freighter  
 Other: punt or scow  
 VESSEL SIZE Length            Vessel            Tonnage             
 HULL MATERIAL:            iron X wood            composite            steel Other             
 MACHINERY: X none            engine            boiler            pump            propeller  
 Other:           

## HISTORICAL INFORMATION

DATE SUNK: ca. 1840 (circa) exact CAUSE OF SINKING             
 NATIONALITY USA  
 DATE OF CONSTRUCTION: ca. 1840 (circa) exact PLACE OF CONSTRUCTION             
 MAJOR OVERHAULS/REFITS (give dates)             
 PAST SALVAGE (Dates, type of work, identity of salvors, success, effect on wreck as seen today)           

## MOST SHIPWRECKS ARE PROTECTED BY LAW

Shipwrecks and archaeological sites are protected by law if they are located on federal or state owned lands, or state-sovereignty submerged lands. Written permission is required to disturb such sites or to remove artifacts from them. If you are interested in exploring shipwreck sites or collecting from them, contact the Bureau of Archaeological Research, Division of Historical Resources at the address below.



# SHIPWRECK FORM

Florida Bureau of Archaeological Research

Site #8 SR K194

## FIELD METHODS (Check as many as apply)

## SITE DETECTION

☐ no field check    ☐ magnetometer    ☐ aerial photo  
☐ literature search    ☐ side-scan sonar    \_\_\_\_\_  
☒ informant report    ☐ bottom profiler    \_\_\_\_\_  
Other information on methods \_\_\_\_\_

## SITE EXCAVATION

☐ unknown    ☐ air lift  
☐ none by recorder    ☐ water jet  
☐ hand excavation    ☐ deflectors

☒ dredging  
☒ backfilled

COLLECTION STRATEGY: ☐ unknown ☒ uncollected by recorder Explain \_\_\_\_\_  
SELECTIVITY ☐ unselective (all artifacts) ☐ selective (some artifacts) Explain \_\_\_\_\_  
CONTROL OF COLLECTION ☐ general (not by subarea) ☐ controlled (by subarea) Explain \_\_\_\_\_

## ARTIFACTS

## CARGO ARTIFACTS \_\_\_\_\_

## SHIP ARTIFACTS \_\_\_\_\_

ARTIFACTS REMOVED (attach list if needed) NONEARTIFACTS SEEN OR COLLECTED ☐ unknown Explain \_\_\_\_\_

☐ encrusted objects    ☐ nonprecious metal    ☐ ballast-type  
☐ ceramic-aboriginal    ☐ glass    ☐ ceramic-nonaborig    ☐ precious metal/coin

## SURVEYOR'S EVALUATION OF SITE

Potentially elig. for local designation? ☒ yes ☐ no ☐ insuff. info    Local Designation Category \_\_\_\_\_  
Individually elig. for Nat. Register? ☐ yes ☐ no ☒ insuff. info    \_\_\_\_\_  
Potential contributor to NR district? ☐ yes ☐ no ☒ insuff. info    \_\_\_\_\_

HISTORICAL THEMES: ☐ military ☒ economic ☐ technological  
Other \_\_\_\_\_

THREATS TO SITE erosion, waves

PROTECTIONS FOR SITE \_\_\_\_\_

RECOMMENDATIONS FOR SITE removal and conservation

## OTHER REFERENCES

SITE REPORTER (name/affiliation/address/phone) Marianne Franklin, Pensacola  
Shipwreck Survey

SITE INFORMANT (name/affiliation/address/phone) \_\_\_\_\_

MANUSCRIPTS OR PUBLICATIONS ON THE SITE PSS Phase I report, 1991, BAK#25

PRESENT LOCATIONS OF ARTIFACTS/ID NOS. (attach list if needed) \_\_\_\_\_

SITE PHOTOS &amp; LOCATION \_\_\_\_\_

SITE FILMS/VIDEOS &amp; LOCATION \_\_\_\_\_

FURTHER INFORMATION Attach extra sheets as needed

DHR USE ONLY		OFFICIAL EVALUATIONS				DHR USE ONLY	
NR DATE		KEEPER-NR ELIGIBILITY*	y	n	pe	ii	Date
/ /		SHPO-NR ELIGIBILITY*	y	n	pe	ii	Date
DELIST DATE		LOCAL DESIGNATION*					Date
/ /		Local office					

\* y=Yes; n=No; pe=Potentially Eligible; ii=Insufficient Information

REQUIRED: MARINE CHART (OFFSHORE) OR USGS MAP (INSHORE OR  
INLAND WATERWAY) WITH SITE LOCATION PINPOINTED

# FLORIDA ARCHAEOLOGICAL REPORTS

SUBMERGED HISTORICAL RESOURCES  
OF PENSACOLA BAY, FLORIDA

Florida Archaeological Reports 25

The Pensacola Shipwreck Survey  
Phase One, 1991

Bureau of Archaeological Research

Division of Historical Resources

R. A. Gray Building, 500 South Bronough  
Street, Tallahassee, Florida 32399-0250  
(904) 487-2299



FLORIDA DEPARTMENT OF STATE  
Jim Smith, Secretary of State

DPC Fuel Barge which carried Bunker C prior to World War II" according to "a local tugboat captain." Figure 8.24 is the photo of a comparable early 20th-century coal barge at a local shipyard. It shows the layout of decking and separate bunkers for stockpiling coal that may have been present on 8ES1902. Good information on fuel barge construction could be acquired from this site. Although fairly modern, the compartmentalization is an important feature that should be examined.

#### Recommendations

As the most intact vessel located in the Bayou, this site should be recorded in detail before any additional deterioration takes place. No excavation is necessary. No artifactual material is likely to be present at the site since the vessel appears to have been abandoned. At low water during the winter months a good deal more of the bayou's bottom is exposed above water. The remains at this site could easily be recorded and interpreted at that time. This could provide more information on the diverse methods of barge construction used on inland waterways. It should be noted that because of its toxicity, extreme caution should be used when diving (or swimming) in Bayou Chico.

#### Old Navy Cove

Five sites were located in the cove from this time period (Figure 8.25). At least two other sites in this area were located with side scan sonar, but were buried under accreted sediment and were not assessed. Near Deadman's Island the bottom sediment is coarse quartzite sand, but as the water quickly deepens away from shore, the bottom becomes covered with deep soft silt.

PSS Site Number: T135SR  
Site Name: Deadman's Punt  
Master Site File: 8SR1014 1494

#### General Location

The hull is partially buried under a coarse quartzite sand bottom. Water depth varies between 1 and 2 feet depending on wind, current and tidal flow.

#### General Site Description

A sturdy work vessel, a punt or small scow, is faintly discernible during both high and low tides protruding from the sand. It has been noted that the hull tends to become covered and uncovered during storms as the water breaks on Deadman's Island. For the purpose of recording, the inside of the hull was cleared off with an induction dredge. A baseline was set on the centerline and all measurements were made relative to the baseline. The zero point was at the bow, or western end of the hull. The vessel's preserved length is 16.5 feet. Maximum beam is 5.5 feet. The maximum depth of preservation is 2.1 feet in the stern. Figure 8.26 is a drawing of the punt.

#### Features

Planking: Outer hull planking, consisting of one or two side strakes, was .13 ft. thick. Bottom planking thickness was not recorded but a thicker king plank, running along the vessel's centerline was noted. Planking width varied between .4 and .9 ft. The seams were

### Recommendations

The vessel has been accurately recorded and no further actions are recommended. It is suggested, however, that in order to prevent continuing erosion, the vessel could be easily moved and reassembled if a proper place for her conservation and/or exhibit can be found.

PSS Site Number: T107SR  
Site Name: Centerboard Schooner  
Master Site File: 8SR996/1476

### General Location

The vessel lies in Old Navy Cove, in 12 to 15 ft. of water. Sediment is quartzite sand with a very slight overburden of gray silt and shell hash.

### General Site Description

The remains at site 8SR996<sup>1476</sup> appear to be those of a centerboard vessel. Although badly eroded and disarticulated, the remains are preserved to a state allowing identification of major structural features. The remains are approximately 85 feet in length and 20 feet in width. The still-articulated features visible were the centerboard, the trunk, the floors, bilge ceiling, exterior planking, copper sheathing and portions of the sister keelsons.

### Features

The remains of the trunk assembly were 32 feet in length and started approximately 3 ft. from the northernmost end of the vessel remains. The two lowermost members of the trunk were .52 ft. in width (sided dimension) and were .75 ft. apart, this gap being the slot for the centerboard. The trunk was secured with vertical pins .10 ft. in diameter and with transverse pins of the same diameter to the sister keelsons. No pivot could be found for the board due to the poor state of preservation and sediment accumulation. At one point the board rises 2.5 ft. above the bottom surface and exhibits through-pin vertical fasteners.

Floors are discernible on both sides of the trunk, approximately 3 ft. on either side. The area immediately adjoining the trunk is still covered by bilge ceiling. The floors are badly eroded and worm-eaten (*Teredo navalis*), and are entirely covered in sediment and shell hash. Exterior planking was attached to the floors with iron pins .05 ft. in diameter. The exterior planking was sheathed in copper and secured to the hull with copper tacks. Also present at the site were numerous iron concretions and a curved iron shaft, possibly a davit.

### Threats to Site

Environmental threats to the site are wave action, scouring and marine borers. Cultural impact will remain minimal due to poor diving conditions and low interest within the sport diving community.

### Assessment

The vessel at site 8SR996<sup>1476</sup> is a 19th-century centerboard schooner. She is fairly heavily constructed. The vessel had flat floors and probably had a hard chine and would have exhibited a deadrise cross section. Although badly deteriorated, enough of the structure remains intact to offer important information. The site is significant and offers valuable data on 19th-century centerboard schooners.



oakum payed.

Frames: The vessel was sturdily framed. Some floors and futtocks were disarticulated or missing, but it appears that some 11 frame stations made up the hull. Floor timber dimensions varied between .18 ft. and .30 ft. molded, the average being about .22 ft. Sided dimensions varied between .34 ft. and .74 ft., with the average about .4 ft. Futtocks were forward of the floors in the stern, and past the 7 foot mark on the baseline at midships, switched to aft of the floors. (This is based on the eastern edge of the hull being the bow, the western edge the stern.) Futtock dimensions varied between being 1.5 ft. and 2.0 ft. long. Some showed evidence that they had been rough-cut knees, now eroded flat. Futtock molded and sided dimensions were on average .2 ft. Notches .3 ft. by .2 ft. were cut into the floors at 2.5 ft. on the baseline, 5.5 ft. on the baseline (two), and 14.42 ft. on the baseline.

Stern: The stern was the most heavily framed area. Butting against a raked transom was a floor and futtock. On top of the floor, a knee (1.5 ft. by .45 ft.) supported a corner post (.35 ft. by .25 ft. by .18 ft.) on the starboard side (Figure 8.26).

Fasteners: The hull was fastened with iron, the head measured .1 by .1 ft., the shank .05 ft. square.

Wood Analysis: Two wood samples were sent to Lee Newsom of the Florida Museum of Natural History for analysis. The futtock sample was identified as:

*Pinus* sp. section diploxylon, hard group pine. Of the three major hard pine groups, this specimen by anatomy most closely fits the *Taeda* group which is composed solely of New World members including longleaf (*Pinus palustris*) and the other southern hard or yellow pines.

The sample of exterior hull planking was identified as *Quercus virginiana*, or live oak.

#### Threats to Site

This site is easy to observe from shore and could be disturbed by snorkelers and waders on the beach. The prime threat to the site is erosion and wind and wave effects. Although the site was backfilled upon completion of recording, it continues to uncover under certain wind and sea conditions. Some frames are loose, and the hull will probably continue to disarticulate.

#### Assessment

The Deadman's Punt probably represents a vessel of the early 20th century. The careful attention to detail in her construction design demonstrates that she was not hastily built. This seems to alter initial conceptions that she was simply used as a working platform. Her wood sample identifications, hard yellow pine frames and an outer hull plank of live oak, are somewhat unusual. Although both materials are commonly used for vessel construction and indigenous to Pensacola, usually the harder live oak was used for frames and the southern pine for planking. The reversal in this vessel may indicate that she was constructed simply with local materials at hand (or that the wood analysis samples were reversed; resampling could check this).

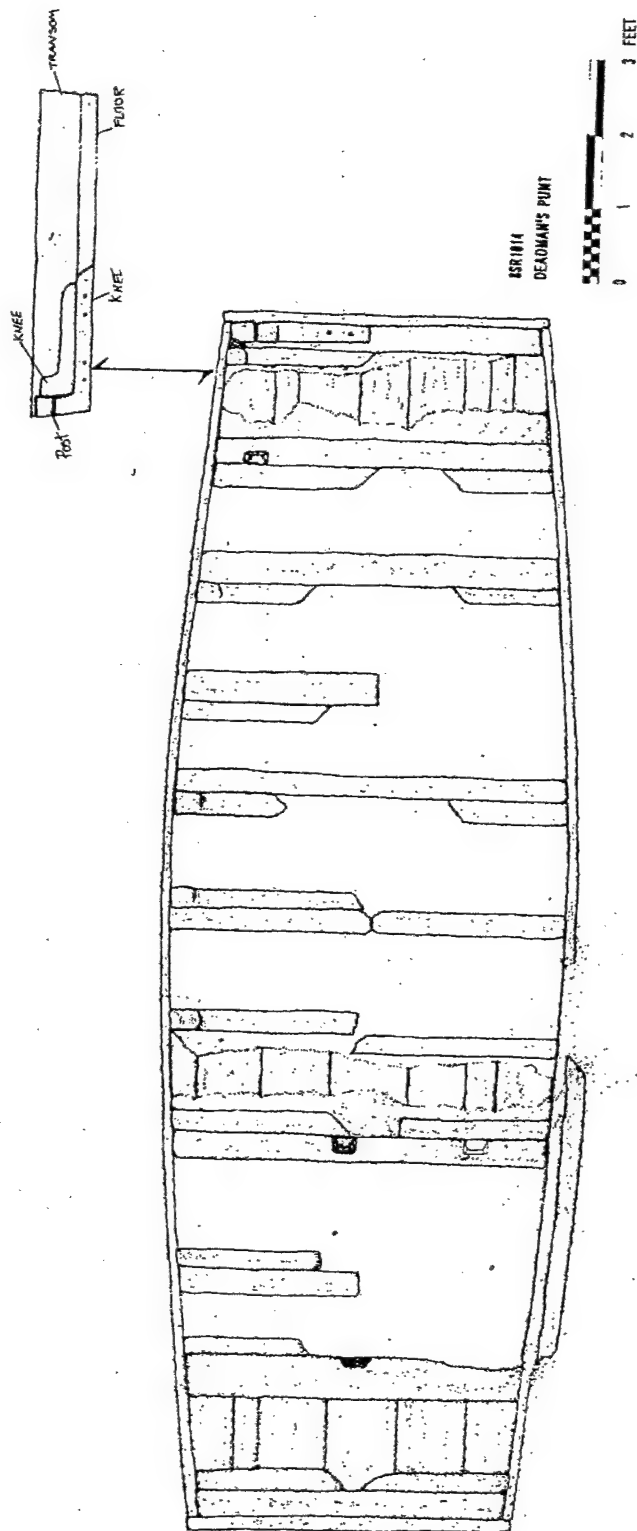


Figure 8.26. Site Plan of 8SR<sup>1494</sup>~~1013~~, Deadman's Punt.

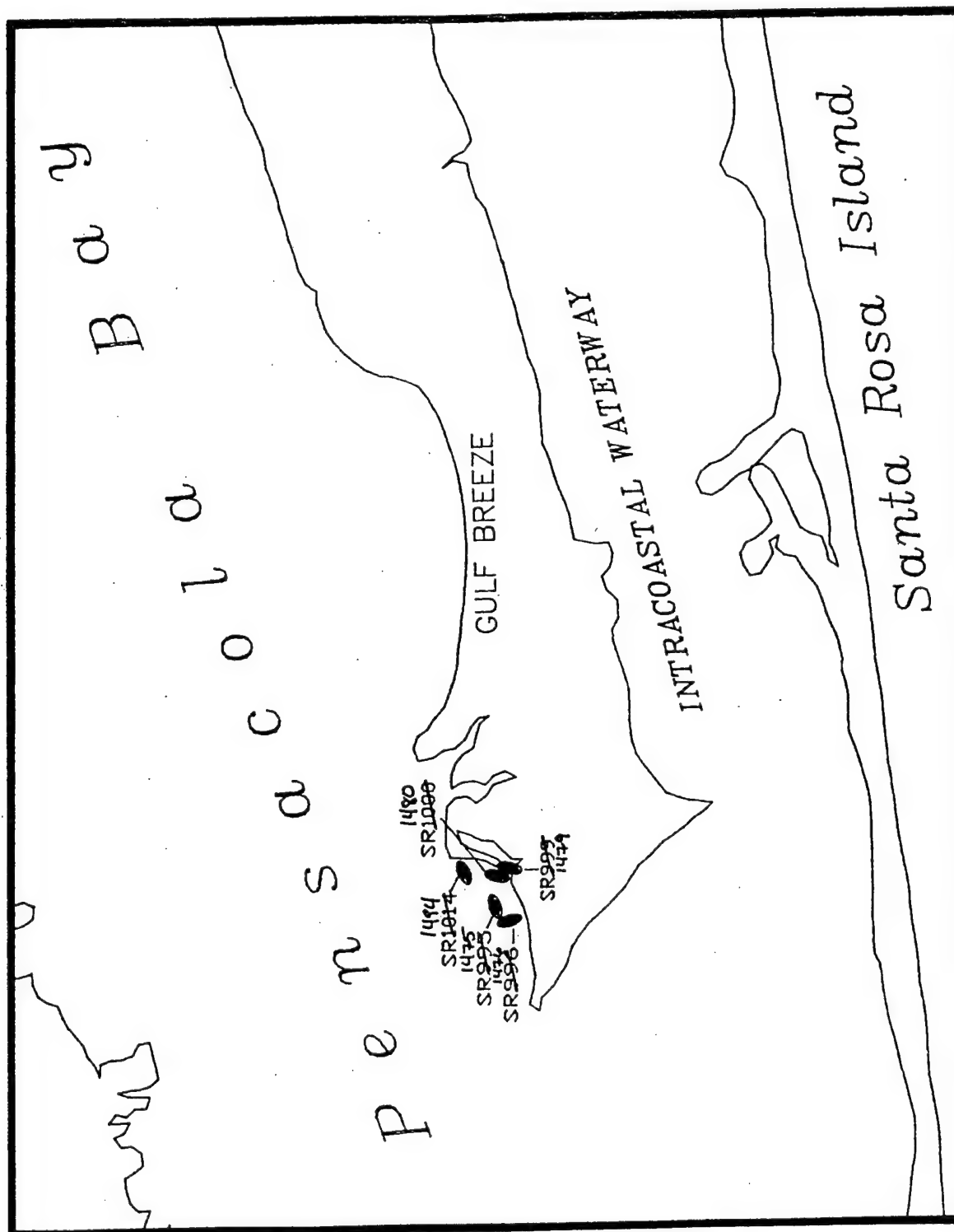


Figure 8.25. Location Map of 19th & 20th Century Old Navy Cove Sites.

- ☐ Original  
☒ Update  
 (give site#)



# ARCHAEOLOGICAL SITE FORM FLORIDA MASTER SITE FILE

Version 2.2 3/97

Consult Guide to Archaeological Site Form for detailed instructions.

Site #8 SR 740  
 Recorder Site# —  
 Field Date 26-29 / AUG / 02  
 Form Date 2 Jan / 03

Site Name(s) Deadmans Island Multiple Listing [DHR only]  
 Project Name Underwater Remote Sensing & Terrestrial Survey of Deadmans Island FMSF Survey # 1709  
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-unspecified ☐ city ☐ county ☐ state ☐ federal ☐ foreign ☐ Native American ☐ unknown  
 USGS 7.5 Map Name & Date Gulf Breeze 1990 County Santa Rosa  
 Township 3S Range 24W Section 6 ☒ Check if Irregular Section; Qtr. Section (check all that apply): ☐ NE ☐ NW ☐ SE ☐ SW  
 Landgrant N.A. Tax Parcel # (s) —  
 City / Town (if within 3 mi.) Gulf Breeze In Current City Limits? ☒ yes ☐ no  
☐ unknown  
 UTM: Zone ☒ 16 ☐ 17 Easting 481990 Northing 3359410  
 Address / Vicinity of / Route to From Route 98/30 boat ramp in Gulf Breeze go 1100 m due west, where land begins to trend N-S you have arrived at Town Point, NW corner of Deadmans Island  
 Name of Public Tract (e.g., park) —

TYPE OF SITE (Check all choices that apply; if needed write others in at bottom)			
<b>SETTING*</b> <input checked="" type="checkbox"/> Land - terrestrial <input type="checkbox"/> Cave/Sink - subterranean <input type="checkbox"/> terrestrial <input type="checkbox"/> aquatic <input type="checkbox"/> intermittently flooded <input type="checkbox"/> Wetland - palustrine <input type="checkbox"/> usually flooded <input type="checkbox"/> sometimes flooded <input type="checkbox"/> usually dry	<input type="checkbox"/> Lake/Pond - lacustrine <input type="checkbox"/> River/Stream/Creek - riverine <input type="checkbox"/> Tidal - estuarine <input type="checkbox"/> Saltwater - marine <input type="checkbox"/> marine unspecified <input type="checkbox"/> "high energy" marine <input type="checkbox"/> "low energy" marine <input checked="" type="checkbox"/> Other <u>along coast of Pensacola Bay</u>	<b>STRUCTURES - OR - FEATURES*</b> <input type="checkbox"/> aboriginal boat <input type="checkbox"/> agric/farm building <input type="checkbox"/> burial mound <input checked="" type="checkbox"/> building remains <input type="checkbox"/> cemetery/grave <input type="checkbox"/> dump/refuse <input type="checkbox"/> earthworks <input type="checkbox"/> fort <input type="checkbox"/> midden <input type="checkbox"/> mill unspecified <input type="checkbox"/> mission <input type="checkbox"/> mound unspecified <input type="checkbox"/> plantation <input type="checkbox"/> platform mound <input type="checkbox"/> road segment <input type="checkbox"/> shell midden <input type="checkbox"/> shell mound <input type="checkbox"/> shipwreck <input type="checkbox"/> subsurface features <input type="checkbox"/> surface scatter <input type="checkbox"/> well	<b>FUNCTION*</b> <input type="checkbox"/> none specified <input type="checkbox"/> campsite <input type="checkbox"/> extractive site <input type="checkbox"/> habitation (prehistoric) <input type="checkbox"/> homestead (historic) <input type="checkbox"/> farmstead <input type="checkbox"/> village (prehistoric) <input type="checkbox"/> town (historic) <input type="checkbox"/> quarry

HISTORIC CONTEXTS (Check all that apply; use most specific subphases; e.g., if Glades Ia only, don't also use Glades I)				
<b>Aboriginal*</b> <input type="checkbox"/> Alachua <input type="checkbox"/> Archaic, Early <input type="checkbox"/> Archaic, Middle <input type="checkbox"/> Archaic, Late <input type="checkbox"/> Archaic unspecified <input type="checkbox"/> Belle Glade I <input type="checkbox"/> Belle Glade II <input type="checkbox"/> Belle Glade III <input type="checkbox"/> Belle Glade IV <input type="checkbox"/> Belle Glade unsp. spec. <input type="checkbox"/> Cades Pond <input type="checkbox"/> Deptford <input type="checkbox"/> Other (Less common phases are not check-listed. For historic sites, also give specific dates if known.)	<input type="checkbox"/> Englewood <input type="checkbox"/> Fort Walton <input type="checkbox"/> Glades Ia <input type="checkbox"/> Glades Ib <input type="checkbox"/> Glades I unsp. spec. <input type="checkbox"/> Glades IIa <input type="checkbox"/> Glades IIb <input type="checkbox"/> Glades IIc <input type="checkbox"/> Glades II unsp. spec. <input type="checkbox"/> Glades IIIa <input type="checkbox"/> Glades IIIb <input type="checkbox"/> Glades IIIc <input type="checkbox"/> Glades III unsp. spec.	<input type="checkbox"/> Glades unsp. spec. <input type="checkbox"/> Hickory Pond <input type="checkbox"/> Leon-Jefferson <input type="checkbox"/> Malabar I <input type="checkbox"/> Malabar II <input type="checkbox"/> Manasota <input type="checkbox"/> Mount Taylor <input type="checkbox"/> Norwood <input type="checkbox"/> Orange <input type="checkbox"/> Paleoindian <input type="checkbox"/> Pensacola <input type="checkbox"/> Perico Island <input type="checkbox"/> Safety Harbor	<input type="checkbox"/> St. Augustine <input type="checkbox"/> St. Johns Ia <input type="checkbox"/> St. Johns Ib <input type="checkbox"/> St. Johns I unsp. spec. <input type="checkbox"/> St. Johns IIa <input type="checkbox"/> St. Johns IIb <input type="checkbox"/> St. Johns IIc <input type="checkbox"/> St. Johns II unsp. spec. <input type="checkbox"/> St. Johns unsp. spec. <input type="checkbox"/> Santa Rosa <input type="checkbox"/> Santa Rosa-Swift Creek <input type="checkbox"/> Seminole: Colonization <input type="checkbox"/> Seminole: 1st War To 2d <input type="checkbox"/> Seminole: 2d War To 3d <input type="checkbox"/> Seminole: 3d War On <input type="checkbox"/> Seminole unspecified <input type="checkbox"/> Swift Creek, Early <input type="checkbox"/> Swift Creek, Late <input type="checkbox"/> Swift Creek, unspecified <input type="checkbox"/> Transitional <input type="checkbox"/> Weeden Island I <input type="checkbox"/> Weeden Island II <input type="checkbox"/> Weeden Island unsp. spec. <input type="checkbox"/> Prehistoric nonceramic <input type="checkbox"/> Prehistoric ceramic <input type="checkbox"/> Prehistoric unspecified	<b>Nonaboriginal*</b> <input type="checkbox"/> First Spanish 1513-99 <input type="checkbox"/> First Spanish 1600-99 <input type="checkbox"/> First Spanish 1700-1763 <input type="checkbox"/> First Spanish unspecified <input type="checkbox"/> British 1763-1783 <input type="checkbox"/> Second Spanish 1783-1821 <input type="checkbox"/> American Territorial 1821-45 <input type="checkbox"/> American Civil War 1861-65 <input type="checkbox"/> American 19th Century <input checked="" type="checkbox"/> American 20th Century <input type="checkbox"/> American unspecified <input type="checkbox"/> African-American

\* Consult Guide to Archaeological Site Form for preferred descriptions not listed above (data are "coded fields" at the Site File).

SURVEYOR'S EVALUATION OF SITE	
Potentially eligible for a local register?	<input type="checkbox"/> yes: name register at right <input type="checkbox"/> no <input checked="" type="checkbox"/> insufficient info Name of local register if eligible: <u>—</u>
Individually eligible for National Register?	<input type="checkbox"/> yes <input type="checkbox"/> no <input checked="" type="checkbox"/> insufficient info
Potential contributor to NR district?	<input type="checkbox"/> yes <input type="checkbox"/> no <input checked="" type="checkbox"/> insufficient info
Explanation of Evaluation (Required if evaluated; limit to 3 lines; attach full justification) <u>Observed previously Recorded site</u> <u>NO NEW MATERIAL FOUND. EVIDENCE OF EROSION OF SITE IS APPARENT</u>	
Recommendations for Owner or SHPO Action <u>—</u>	

DHR USE ONLY ..... OFFICIAL EVALUATIONS ..... DHR USE ONLY			
NR DATE <u>—</u>	KEEPER-NR ELIGIBILITY <input type="checkbox"/> yes <input type="checkbox"/> no	Date <u>—</u>	
DELIST DATE <u>—</u>	SHPO-NR ELIGIBILITY <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> potentially elig. <input type="checkbox"/> insufficient info	Date <u>—</u>	
	LOCAL DESIGNATION <u>—</u>	Date <u>—</u>	
	Local office <u>—</u>		
National Register Criteria for Evaluation <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (See National Register Bulletin 15, p. 2)			

Page 2

## ARCHAEOLOGICAL SITE FORM

Site #8 SR740

Consult Guide to Archaeological Site Form for detailed instructions.

### FIELD METHODS (Check one or more methods for detection and/or boundaries)

#### SITE DETECTION\*

- ☐ no field check ☐ exposed ground ☒ screened shovel  
☒ literature search ☐ posthole digger  
☐ informant report ☐ auger-size: \_\_\_\_\_  
☐ remote sensing ☐ unscreened shovel

#### SITE BOUNDARIES\*

- ☐ bounds unknown ☐ remote sensing ☐ unscreened shovel  
☒ none by recorder ☐ insp exposed ground ☒ screened shovel  
☒ literature search ☐ posthole tests ☐ block excavations  
☐ informant report ☐ auger-size: \_\_\_\_\_ ☐ estimate or guess

Other methods; number, size, depth, pattern of units; screen size (attach site plan) Site previously recorded by  
Bense & Joy 1988. No material found in 7 test pits separated by 30m taped  
off distances. Test pits to water table 45-90 cm deep

### SITE DESCRIPTION

Extent Size (m<sup>2</sup>) \_\_\_\_\_ Depth/stratigraphy of cultural deposit NONE

Temporal Interpretation\* - Components (check one): ☐ single ☐ prob single ☐ prob multiple ☐ multiple ☐ uncertain ☒ unknown  
Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations: \_\_\_\_\_

Integrity Overall disturbance\*: ☐ none seen ☐ minor ☐ substantial ☐ major ☐ redeposited ☐ destroyed-document! ☒ unknown

Disturbances/threats/protective measures Observed from previous (1988) survey report. Erosion has  
been and is active along northern portion of previously noted site.

Surface: area collected \_\_\_\_\_ m<sup>2</sup> # collection units 0; Excavation: # noncontiguous blocks 0

### ARTIFACTS

Total Artifacts # 0 (C)ount or (E)stimate? Surface # 0 (C) or (E) Subsurface # 0 (C) or (E)

#### COLLECTION SELECTIVITY\*

- ☐ unknown ☒ unselective (all artifacts)  
☐ selective (some artifacts)  
☐ mixed selectivity

#### SPATIAL CONTROL\*

- ☐ uncollected ☐ general (not by subarea)  
☐ unknown ☒ controlled (by subarea)  
precious/coin  
☐ variable spatial control  
☐ Other \_\_\_\_\_

#### ARTIFACT CATEGORIES\* and DISPOSITIONS\*

Pick exactly one code from Disposition List ⇒ ⇒ ⇒

#### Disposition List\*

- A - category always collected  
S - some items in category collected  
O - observed first hand, but not collected  
R - collected and subsequently left at site  
I - informant reported category present  
U - unknown

- \_\_\_\_\_ bone-animal \_\_\_\_\_ exotic-nonlocal  
\_\_\_\_\_ bone-human \_\_\_\_\_ glass  
\_\_\_\_\_ bone-unspecified \_\_\_\_\_ lithics-aboriginal  
\_\_\_\_\_ bone-worked \_\_\_\_\_ metal-nonprecious  
\_\_\_\_\_ brick/building debris \_\_\_\_\_ metal-  
\_\_\_\_\_ ceramic-aboriginal \_\_\_\_\_ shell-unworked  
\_\_\_\_\_ ceramic-nonaboriginal \_\_\_\_\_ shell-worked  
\_\_\_\_\_ daub \_\_\_\_\_ Others: \_\_\_\_\_

Artifact Comments \_\_\_\_\_

**DIAGNOSTICS** (Type or mode, and frequency: e.g., Suwanee ppk, heat-treated chert, Deptford Check-stamped, ironstone/whiteware)

- |                   |                   |                    |
|-------------------|-------------------|--------------------|
| 1. _____ N= _____ | 5. _____ N= _____ | 9. _____ N= _____  |
| 2. _____ N= _____ | 6. _____ N= _____ | 10. _____ N= _____ |
| 3. _____ N= _____ | 7. _____ N= _____ | 11. _____ N= _____ |
| 4. _____ N= _____ | 8. _____ N= _____ | 12. _____ N= _____ |

### ENVIRONMENT

Nearest fresh water type\* & name (incl. relict source) Unknown Bayfront Distance (m)/bearing Unknown  
Natural community (FNAI category\* or leave blank) Estuarine  
Local vegetation \_\_\_\_\_  
Topography\* Beach Min Elevation 0 meters Max Elevation 2 meters  
Present land use Unused  
SCS soil series \_\_\_\_\_ Soil association \_\_\_\_\_

### FURTHER INFORMATION

Informant(s): Name/Address/Phone/Email \_\_\_\_\_

Describe field & analysis notes, artifacts, photos. For each, give type\*(e.g., notes), curating organization\*, accession #s, and short description.  
\_\_\_\_\_  
\_\_\_\_\_

Manuscripts or Publications on the site (Use continuation sheet, give FMSF# if relevant) \_\_\_\_\_

Recorder(s): Name/Addr./Phone/Email Michael Tuttle 15 Sibley Rd Memphis TN 901 2744244  
Affiliation\* or FAS Chapter Panamerican Consultants

\* Consult *Guide to Archaeological Site Form* for preferred descriptions not listed above (data are "coded fields" at the Site File). **SITE PLAN**  
& **USGS REQUIRED** At 1"=300' (1:3600) or larger scale, show: site boundaries, scale, north arrow, datum, test/collection units, landmarks, mappers, date.



Page 4 SUPPLEMENT FOR SITE FORMS

Site # 8SR740  
Field Date 26-29/8/02

SITE NAME Deadmans Island

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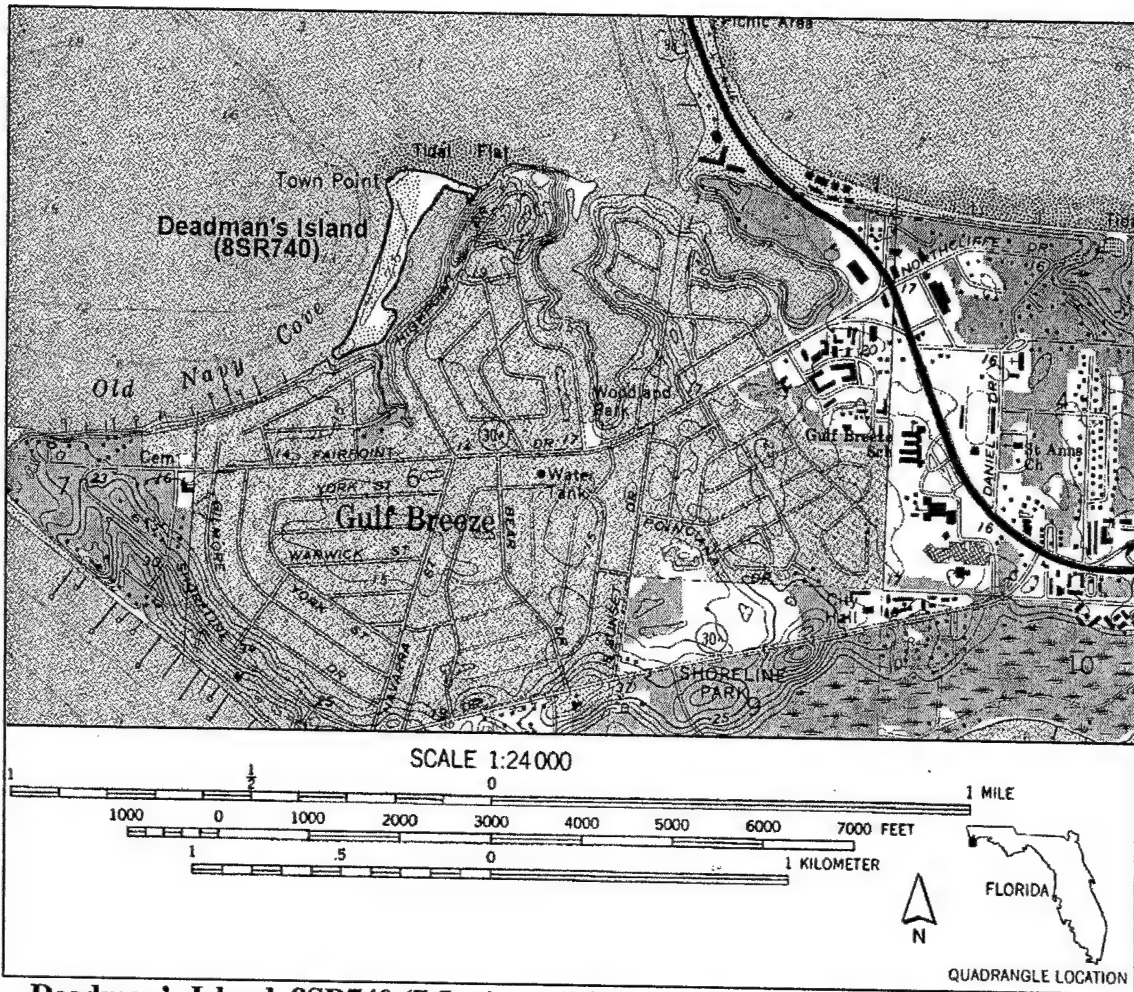
### REFERENCES CITED

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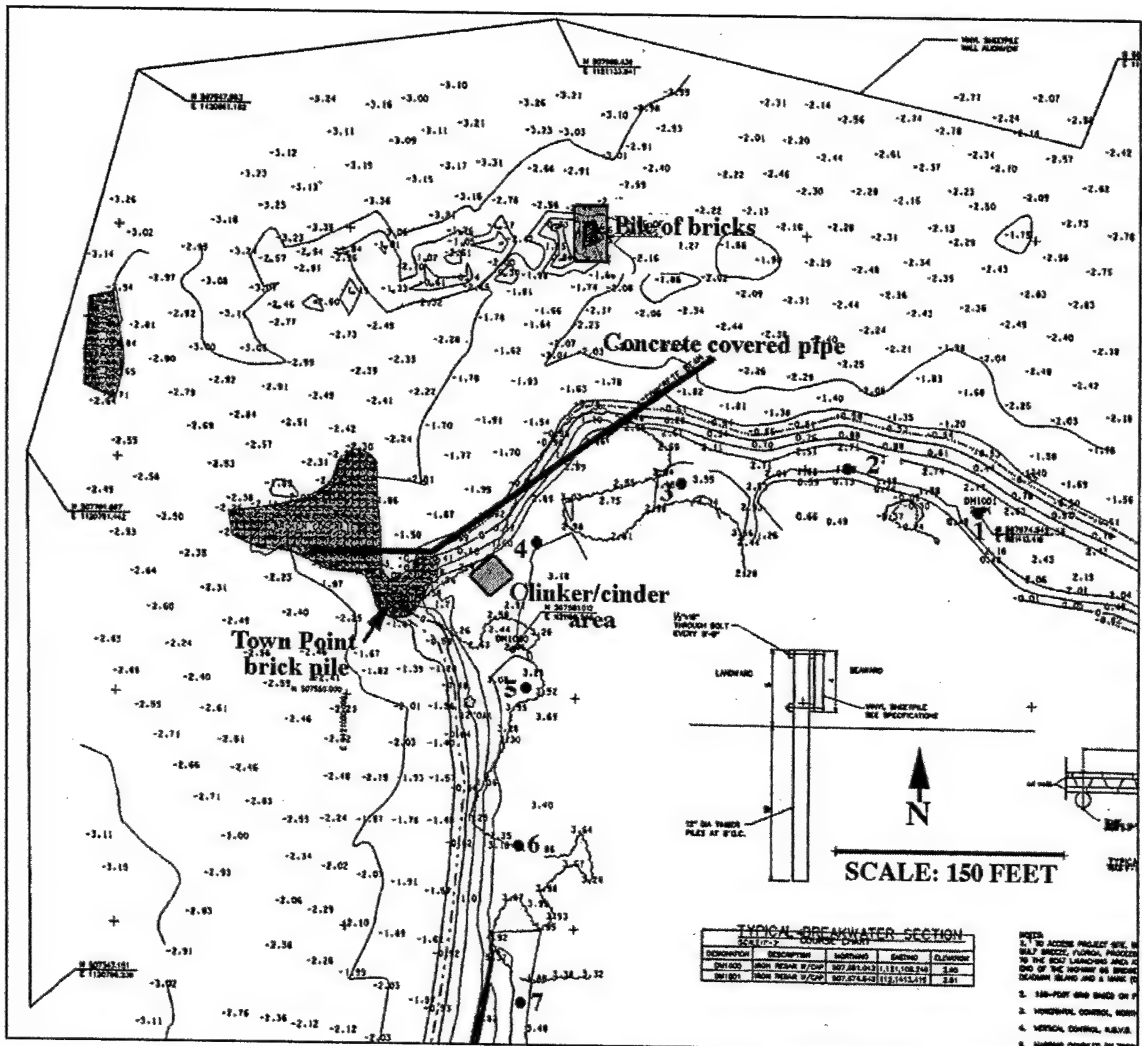
Franklin, Marianne, John W. Morris, III, and Roger C. Smith  
1991 *Submerged Historical Resources of Pensacola Bay, Florida: The Pensacola Shipwreck Survey, Phase I*. Florida Bureau of Archaeological Research, Division of Historical Resources, Florida Department of State, Tallahassee.

Joy, Deborah  
1988 *Archaeological Evaluation of Deadman's Island, Gulf Breeze, Florida*. Reports of Investigations No. 17. Institute of West Florida, The University of West Florida, Pensacola.

Tuttle, Michael C. and Stephen R. James Jr.  
2003 Underwater Remote Sensing and terrestrial Survey, Pensacola Bay and Deadman's Island, Santa Rosa County, Florida. Prepared for US Army Corps of Engineers, Mobile District. Prepared by Panamerican Consultants, Inc. Memphis, TN.



**Deadman's Island, 8SR740 (7.5 minute USGS quadrangle Gulf Breeze, Florida).**  
**Map produced by Kelly Blount, January 10, 2003.**



Area recommended on northwest portion of Deadman's Island.

- ☐ Original  
☒ Update  
 (give site#)



# ARCHAEOLOGICAL SITE FORM FLORIDA MASTER SITE FILE

Version 2.2 3/97

Consult Guide to Archaeological Site Form for detailed instructions.

Site #8 SR783  
 Recorder Site# \_\_\_\_\_  
 Field Date 26th Aug / 02  
 Form Date 3 / Jan / 03

Site Name(s) Gulf Marine Railway Multiple Listing [DHR only]  
 Project Name Underwater Remotely Sensing & Terrestrial Survey Pico Bay & Dunns Island FMSF Survey # \_\_\_\_\_  
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-unspecified ☐ city ☐ county ☐ state ☐ federal ☐ foreign ☐ Native American ☐ unknown  
 USGS 7.5 Map Name & Date Gulf Breeze 1990 County Santa Rosa  
 Township 35 Range 27 Section 6 ☒ Check if Irregular Section; Qtr. Section (check all that apply): ☐ NE ☐ NW ☐ SE ☐ SW  
 Landgrant N.A. Tax Parcel # (s) \_\_\_\_\_  
 City / Town (if within 3 mi.) Gulf Breeze In Current City Limits? ☐ yes ☐ no  
☐ unknown

UTM: Zone ☒ 16 ☐ 17 Easting 482050 Northing 3359520  
 Address / Vicinity of / Route to From Route 98/50 boat ramp in Gulf Breeze go 1100 m due west where land begins to trend N-S you will see Marine Railway protruding from Bay off Town Point  
 Name of Public Tract (e.g., park) \_\_\_\_\_

## TYPE OF SITE (Check all choices that apply; if needed write others in at bottom)

- | SETTING *  | STRUCTURES - OR - FEATURES *  | FUNCTION *  |   |
|--|---|---|---|
| <input type="checkbox"/> Land - terrestrial<br><input type="checkbox"/> Cave/Sink - subterranean<br><input type="checkbox"/> terrestrial<br><input type="checkbox"/> aquatic<br><input type="checkbox"/> intermittently flooded<br><input type="checkbox"/> Wetland - palustrine<br><input type="checkbox"/> usually flooded<br><input type="checkbox"/> sometimes flooded<br><input type="checkbox"/> usually dry | <input type="checkbox"/> Lake/Pond - lacustrine<br><input type="checkbox"/> River/Stream/Creek - riverine<br><input type="checkbox"/> Tidal - estuarine<br><input checked="" type="checkbox"/> Saltwater - marine<br><input type="checkbox"/> marine unspecified<br><input type="checkbox"/> "high energy" marine<br><input type="checkbox"/> "low energy" marine<br><input type="checkbox"/> Other _____ | <input type="checkbox"/> aboriginal boat<br><input type="checkbox"/> agric/farm building<br><input type="checkbox"/> burial mound<br><input checked="" type="checkbox"/> building remains<br><input type="checkbox"/> cemetery/grave<br><input type="checkbox"/> dump/refuse<br><input type="checkbox"/> earthworks<br><input type="checkbox"/> fort<br><input type="checkbox"/> midden<br><input type="checkbox"/> mill unspecified<br><input type="checkbox"/> mission<br><input type="checkbox"/> mound unspecified<br><input type="checkbox"/> plantation<br><input type="checkbox"/> platform mound<br><input type="checkbox"/> road segment<br><input type="checkbox"/> shell midden<br><input type="checkbox"/> shell mound<br><input type="checkbox"/> shipwreck<br><input type="checkbox"/> subsurface features<br><input type="checkbox"/> surface scatter<br><input type="checkbox"/> well | <input type="checkbox"/> none specified<br><input type="checkbox"/> campsite<br><input type="checkbox"/> extractive site<br><input type="checkbox"/> habitation (prehistoric)<br><input type="checkbox"/> homestead (historic)<br><input type="checkbox"/> farmstead<br><input type="checkbox"/> village (prehistoric)<br><input type="checkbox"/> town (historic)<br><input type="checkbox"/> quarry |

## HISTORIC CONTEXTS (Check all that apply; use most specific subphases; e.g., if Glades Ia only, don't also use Glades I)

- | Aboriginal *   | Nonaboriginal *   |
|--|---|
| <input type="checkbox"/> Alachua<br><input type="checkbox"/> Archaic, Early<br><input type="checkbox"/> Archaic, Middle<br><input type="checkbox"/> Archaic, Late<br><input type="checkbox"/> Archaic unspecified<br><input type="checkbox"/> Belle Glade I<br><input type="checkbox"/> Belle Glade II<br><input type="checkbox"/> Belle Glade III<br><input type="checkbox"/> Belle Glade IV<br><input type="checkbox"/> Belle Glade unspcified<br><input type="checkbox"/> Cades Pond<br><input type="checkbox"/> Deptford<br><input type="checkbox"/> Other (Less common phases are not check-listed. For historic sites, also give specific dates if known.) | <input type="checkbox"/> Englewood<br><input type="checkbox"/> Fort Walton<br><input type="checkbox"/> Glades Ia<br><input type="checkbox"/> Glades Ib<br><input type="checkbox"/> Glades I unspcified<br><input type="checkbox"/> Glades IIa<br><input type="checkbox"/> Glades IIb<br><input type="checkbox"/> Glades IIc<br><input type="checkbox"/> Glades II unspcified<br><input type="checkbox"/> Glades IIIa<br><input type="checkbox"/> Glades IIIb<br><input type="checkbox"/> Glades IIIc<br><input type="checkbox"/> Glades III unspcified<br><input type="checkbox"/> Glades unspcified<br><input type="checkbox"/> Hickory Pond<br><input type="checkbox"/> Leon-Jefferson<br><input type="checkbox"/> Malabar I<br><input type="checkbox"/> Malabar II<br><input type="checkbox"/> Manasota<br><input type="checkbox"/> Mount Taylor<br><input type="checkbox"/> Norwood<br><input type="checkbox"/> Orange<br><input type="checkbox"/> Paleoindian<br><input type="checkbox"/> Pensacola<br><input type="checkbox"/> Perico Island<br><input type="checkbox"/> Safety Harbor<br><input type="checkbox"/> St. Augustine<br><input type="checkbox"/> St. Johns Ia<br><input type="checkbox"/> St. Johns Ib<br><input type="checkbox"/> St. Johns I unspcified<br><input type="checkbox"/> St. Johns IIa<br><input type="checkbox"/> St. Johns IIb<br><input type="checkbox"/> St. Johns IIc<br><input type="checkbox"/> St. Johns II unspcified<br><input type="checkbox"/> St. Johns unspcified<br><input type="checkbox"/> Santa Rosa<br><input type="checkbox"/> Santa Rosa-Swift Creek<br><input type="checkbox"/> Seminole: Colonization<br><input type="checkbox"/> Seminole: 1st War To 2d<br><input type="checkbox"/> Seminole: 2d War To 3d<br><input type="checkbox"/> Seminole: 3d War On<br><input type="checkbox"/> Seminole unspecified<br><input type="checkbox"/> Swift Creek, Early<br><input type="checkbox"/> Swift Creek, Late<br><input type="checkbox"/> Swift Creek, unspecified<br><input type="checkbox"/> Transitional<br><input type="checkbox"/> Weeden Island I<br><input type="checkbox"/> Weeden Island II<br><input type="checkbox"/> Weeden Island unspcified<br><input type="checkbox"/> Prehistoric nonceramic<br><input type="checkbox"/> Prehistoric ceramic<br><input type="checkbox"/> Prehistoric unspecified |

\* Consult Guide to Archaeological Site Form for preferred descriptions not listed above (data are "coded fields" at the Site File).

## SURVEYORS EVALUATION OF SITE

Potentially eligible for a local register? ☐ yes: name register at right ☐ no ☒ insufficient info Name of local register if eligible: \_\_\_\_\_  
 Individually eligible for National Register? ☐ yes ☐ no ☒ insufficient info  
 Potential contributor to NR district? ☐ yes ☐ no ☒ insufficient info  
 Explanation of Evaluation (Required if evaluated; limit to 3 lines; attach full justification) Observed Previously Recorded Site  
No New Material Found. Evident Erosion at Site. However is Apparent

Recommendations for Owner or SHPO Action \_\_\_\_\_

## DHR USE ONLY OFFICIAL EVALUATIONS DHR USE ONLY

NR DATE / /	KEEPER-NR ELIGIBILITY: <input type="checkbox"/> yes <input type="checkbox"/> no	Date / /
DELIST DATE / /	SHPO-NR ELIGIBILITY: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> potentially elig. <input type="checkbox"/> insufficient info	Date / /
	LOCAL DESIGNATION: _____	Date / /
	Local office _____	

National Register Criteria for Evaluation: ☐ Ia ☐ Ib ☐ Ic ☐ Id (See National Register Bulletin 15 p. 2)

Page 2

## ARCHAEOLOGICAL SITE FORM

Site #8 SR783

Consult Guide to Archaeological Site Form for detailed instructions.

### FIELD METHODS (Check one or more methods for detection and/or boundaries)

#### SITE DETECTION

- ☐ no field check ☐ exposed ground ☐ screened shovel  
☒ literature search ☐ posthole digger  
☐ informant report ☐ auger-size: \_\_\_\_\_  
☒ remote sensing ☐ unscreened shovel

#### SITE BOUNDARIES

- ☐ bounds unknown ☒ remote sensing ☐ unscreened shovel  
☒ none by recorder ☐ insp exposed ground ☐ screened shovel  
☒ literature search ☐ posthole tests ☐ block excavations  
☐ informant report ☐ auger-size: \_\_\_\_\_ ☐ estimate or guess

Other methods; number, size, depth, pattern of units; screen size (attach site plan) Site Previously Recorded

### SITE DESCRIPTION

Extent Size (m<sup>2</sup>) \_\_\_\_\_ Depth/stratigraphy of cultural deposit N.A.

Temporal Interpretation\* - Components (check one): ☐ single ☐ prob single ☐ prob multiple ☐ multiple ☐ uncertain ☐ unknown  
Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations: \_\_\_\_\_

Integrity Overall disturbance\*: ☐ none seen ☐ minor ☐ substantial ☐ major ☐ redeposited ☐ destroyed-document! ☐ unknown  
Disturbances/threats/protective measures \_\_\_\_\_

Surface: area collected \_\_\_\_\_ m<sup>2</sup> # collection units \_\_\_\_\_; Excavation: # noncontiguous blocks \_\_\_\_\_

### ARTIFACTS

Total Artifacts # 0 (C)ount or (E)stimate? Surface # 0 (C) or (E) Subsurface # 0 (C) or (E)

#### COLLECTION SELECTIVITY

- ☐ unknown ☐ unselective (all artifacts)  
☐ selective (some artifacts)  
☐ mixed selectivity

#### SPATIAL CONTROL

- ☐ uncollected ☐ general (not by subarea)  
☐ unknown ☐ controlled (by subarea)  
precious/coin ☐ variable spatial control  
☐ Other \_\_\_\_\_

#### ARTIFACT CATEGORIES\* and DISPOSITIONS\*

(example: A - bone-human)

Pick exactly one code from Disposition List ⇒ ⇒ ⇒

- \_\_\_\_\_ bone-animal \_\_\_\_\_ exotic-nonlocal  
\_\_\_\_\_ bone-human \_\_\_\_\_ glass  
\_\_\_\_\_ bone-unspecified \_\_\_\_\_ lithics-aboriginal  
\_\_\_\_\_ bone-worked \_\_\_\_\_ metal-nonprecious  
\_\_\_\_\_ brick/building debris \_\_\_\_\_ metal-  
\_\_\_\_\_ ceramic-aboriginal \_\_\_\_\_ shell-unworked  
\_\_\_\_\_ ceramic-nonaboriginal \_\_\_\_\_ shell-worked  
\_\_\_\_\_ daub \_\_\_\_\_ Others: \_\_\_\_\_

#### Disposition List\*

- A - category always collected  
S - some items in category collected  
O - observed first hand, but not collected  
R - collected and subsequently left at site  
I - informant reported category present  
U - unknown

#### Artifact Comments

**DIAGNOSTICS** (Type or mode, and frequency: e.g., Suwanee ppk, heat-treated chert, Deptford Check-stamped, ironstone/whiteware)

1. \_\_\_\_\_ N= \_\_\_\_\_ 5. \_\_\_\_\_ N= \_\_\_\_\_ 9. \_\_\_\_\_ N= \_\_\_\_\_  
2. \_\_\_\_\_ N= \_\_\_\_\_ 6. \_\_\_\_\_ N= \_\_\_\_\_ 10. \_\_\_\_\_ N= \_\_\_\_\_  
3. \_\_\_\_\_ N= \_\_\_\_\_ 7. \_\_\_\_\_ N= \_\_\_\_\_ 11. \_\_\_\_\_ N= \_\_\_\_\_  
4. \_\_\_\_\_ N= \_\_\_\_\_ 8. \_\_\_\_\_ N= \_\_\_\_\_ 12. \_\_\_\_\_ N= \_\_\_\_\_

### ENVIRONMENT

Nearest fresh water type\* & name (incl. relict source) Unknown Bayfont Distance (m)/bearing unknown  
Natural community (FNAI category\* or leave blank) Marine: Consolidated Substrate  
Local vegetation NONE  
Topography Marine Min Elevation 1 meters Max Elevation 1 meters  
Present land use NONE under water  
SCS soil series \_\_\_\_\_ Soil association \_\_\_\_\_

### ADDITIONAL INFORMATION

Informant(s): Name/Address/Phone/Email \_\_\_\_\_

Describe field & analysis notes, artifacts, photos. For each, give type\* (e.g., notes), curating organization\*, accession #s, and short description.  
\_\_\_\_\_  
\_\_\_\_\_

Manuscripts or Publications on the site (Use continuation sheet, give FMSF# if relevant) \_\_\_\_\_

Recorder(s): Name/Addr./Phone/Email Michael Tuttle 15 S. Idlewild Memphis TN 901 2744244  
Affiliation\* or FAS Chapter Panamerican Consultants

\* Consult *Guide to Archaeological Site Form* for preferred descriptions not listed above (data are "coded fields" at the Site File). **SITE PLAN**  
& **USGS REQUIRED** At 1"=300' (1:3600) or larger scale, show: site boundaries, scale, north arrow, datum, test/collection units, landmarks, mappers, date.



Page 4 SUPPLEMENT FOR SITE FORMS

Site # 8SR783  
Field Date 26-29/8/02

SITE NAME Gulf Marine Railway

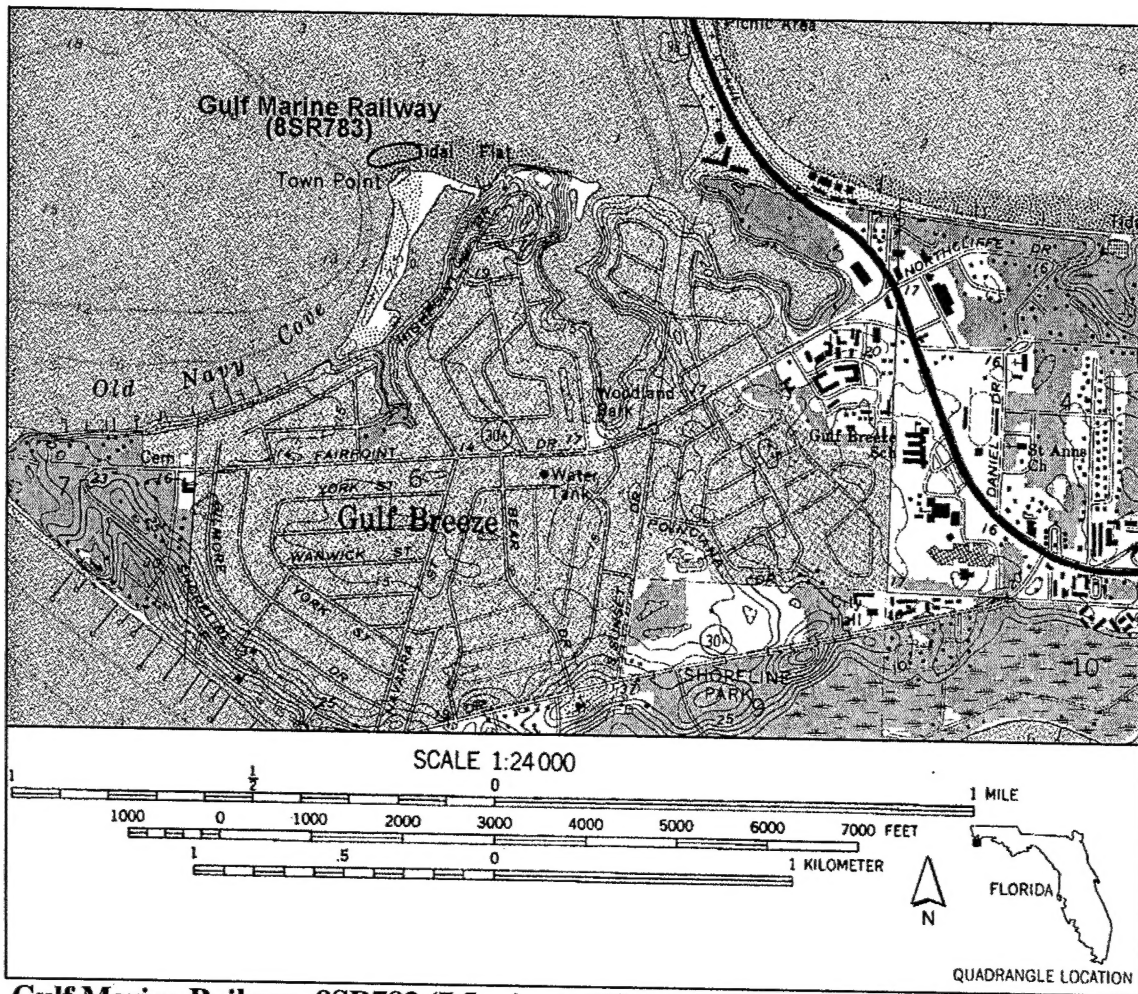
### REFERENCES CITED

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1991 *Submerged Historical Resources of Pensacola Bay, Florida: The Pensacola Shipwreck Survey, Phase I*. Florida Bureau of Archaeological Research, Division of Historical Resources, Florida Department of State, Tallahassee.

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1988 *Archaeological Evaluation of Deadman's Island, Gulf Breeze, Florida*. Reports of Investigations No. 17. Institute of West Florida, The University of West Florida, Pensacola.

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**Gulf Marine Railway, 8SR783 (7.5 minute USGS quadrangle Gulf Breeze, Florida).**  
**Map produced by Kelly Blount, January 10, 2003.**

